

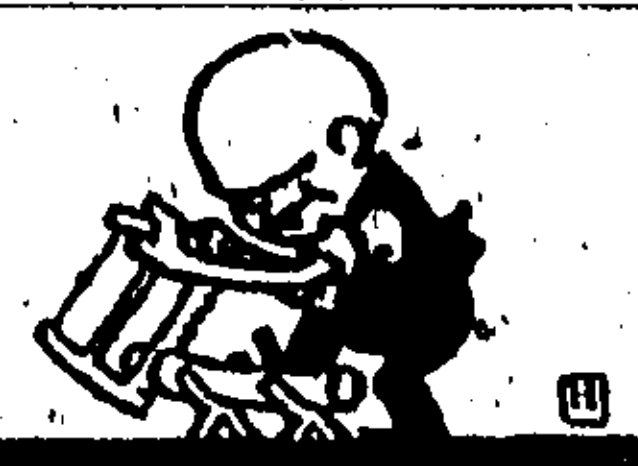
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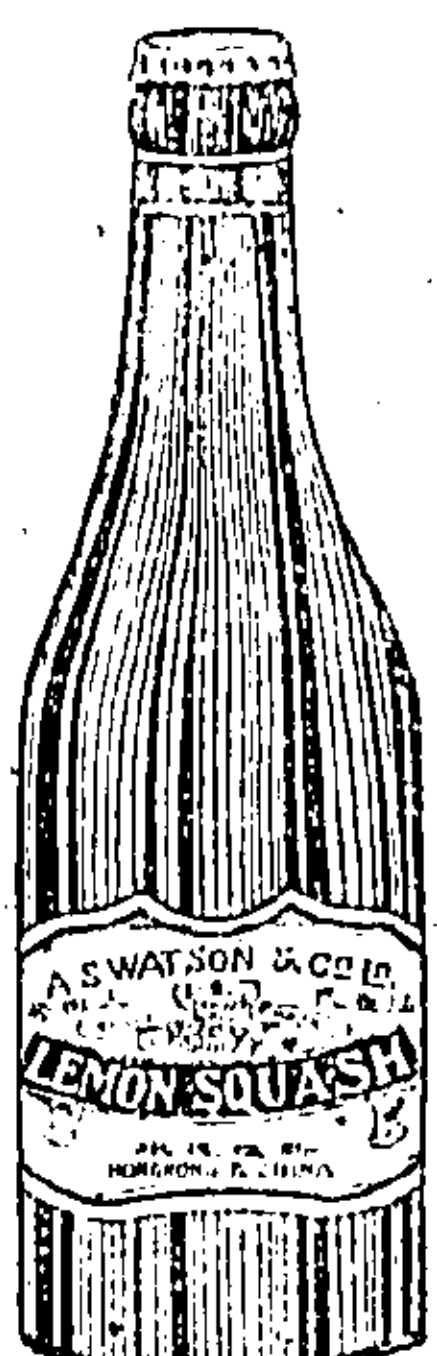
日一初月一十年巳己次歲 年八十國民華中

HONG KONG, SUNDAY, DECEMBER 1, 1929.

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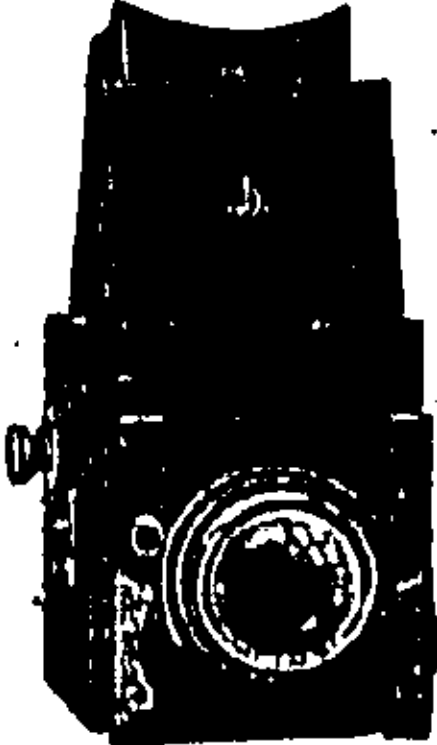
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BOMB EXPLODES

SENSATIONAL AFFAIR AT YAUMATI TWO CASUALTIES

Fragments of Shrapnel Burst in Reclamation Street

FOUND IN BASKET

A sensational bomb explosion which occurred in Reclamation Street, Yaumati, just before 7 p.m., last night resulted in two casualties, both victims being now in the Kwong Wah Hospital suffering from wounds caused by fragments of the bomb. The wounded persons are a Chinese boy named Lam Shun (12), living at 221, Reclamation Street, first floor, and a woman named Pang Sam (38), living at 274, Reclamation Street.

POLICE INVESTIGATIONS

Although painful, their injuries are not serious and the condition of both is reported to be favourable for operations to remove the fragments which are embedded in fleshy parts of the lower portions of their bodies. The only danger is from gangrene which is liable to set in because of the rusty condition of the bomb, portions of which have been secured by the Police, and show that it is old. The explosion was caused by the injured boy who picked the bomb up from a basket outside the door of a marine store dealer's premises situated in the same street. Not knowing what the missile was, the boy threw it in the street, with the result that he himself and the woman who happened to be a little distance from the spot where the bomb hit the ground.

Loud Report

It went off with a loud report which shook the windows of houses in the immediate vicinity. The explosion could be heard practically the whole length of the street and residents of the neighbourhood were greatly alarmed. When it was found that an explosion had occurred in the street there was a panic among the more ignorant people and soon all sorts of wild rumours were in circulation, everyone having a different story to tell, many, of course, claiming that it was the work of Communists. The more practical residents of the neighbourhood immediately went to the assistance of the injured woman and boy. Police on duty in the vicinity were attracted by the explosion and soon appeared on the scene. They communicated with the Yaumati Police Station and European officers turned out promptly to take charge of the situation and investigate the matter.

HOME FOOTBALL First Round of English Cup

YESTERDAY'S RESULTS

(From Our Own Correspondent.)

Interest to-day centred in the first round of the English Cup, in which all the Third Division Clubs, except Crystal Palace and Swindon were engaged.

Full results follow:—

English Cup—1st Round

York City	2	Tranmere	2
Southport	0	Chesterfield	0
Carlisle	0	2 Halifax	0
Mansfield	0	Manchester Cen.	2
Wellington	1	Stockport	4
Carnarvon	4	Darlington	2
Nelson	0	Crewe	3
Accrington	3	Rochdale	1
Barrow	1	Newark	0
Doncaster	0	Sheff. U.	0
Scunthorpe	1	Hartlepool	0
South Shields	2	Wrexham	4
Rotherham	3	Ashington	0
Lincoln	3	Wigan	1
Gainsboro T.	0	Port Vale	0
Walsall	1	Exeter	0
New Brighton	4	Lancaster	0
Brighton	4	Peterboro'	0
Ilford	0	Watford	3
Southend	1	Brentford	0
Nunhead	0	Bristol Rovers	2
Bournemouth	2	Torquay	0
Norwich	3	Coventry	0
Fulham	4	Thames	0
Thridge Wells	1	Bath	3
Newport	3	Kettering	2
Aldershot	0	Northampton	1
Leyton	4	Merthyr	1
Wimbledon	1	Northfleet	4
Gillingham	0	Margate	2
Clapton Orient	0	Folkestone	0
D'wich Hamlet	0	Plymouth	3
Luton	2	Queen's P. R.	3
Barry	0	Dagenham	0

ENGLISH LEAGUE

Arsenal	0	Newcastle U.
Aston Villa	3	Blackburn R.
Bolton W.	2	Grimsby Town
Burnley	1	West Ham U.
Derby County	3	Birmingham
Everton	4	Leicester City
Leeds United	1	Middlesbrough
Manchester C.	1	Huddersfield T.
Portsmouth	3	Sheffield U.
Sheffield . W.	2	Liverpool
Sunderland	2	Manchester U.

Division II

Bradford City	0	Chelsea	1
Bristol City	3	Southampton	1
Ayr United	5	Oldham A.	0
Charlton A.	2	Bradford	0
Hull City	2	Barnsley	0
Notts County	0	Tottenham H.	1
Preston N. End	3	Millwall	1
Reading	2	W. Bromwich A.	2
Stoke City	0	Blackpool	1
Swansea T.	1	Nottingham F.	1
Whampten W.	2	Bury	0

Division III (South)

Scottish League	
Aberdeen	4 Hamilton A.
Airdrieonians	1 Queen's Park
Ayr United	2 Dundee
Clyde	3 Hearts
Dundee U.	1 St. Johnstone
Falkirk	2 Cowdenbeath
Ilbernians	0 Kilmarnock
Morton	2 Rangers
Motherwell	3 St. Mirren
Partick Thistle	3 Celtic

RICCI HALL New Catholic Hostel of the University

1930 PROSPECTUS ISSUED

We have received from the Registrar of the University of Hong Kong a prospectus for 1930 of Ricci Hall, the new Catholic Hostel, just completed, the Warden of which is the Rev. Fr. D. MacDonald, S.J. It will open for the admission of students on the evening of January 2, 1930. The following interesting information about the Hall is reproduced from the prospectus:—

The Hall which is named after a distinguished Jesuit, Fr. Matteo Ricci, who first introduced Western Science to the learned scholars of the Imperial Court at Peking in 1601, will be under the management of a staff of Jesuit Fathers.

In providing board and residence for students attending the Hong Kong University the Hall offers, firstly, facilities to those who desire it for that essential element in education which does not enter into the curriculum of the lecture room, viz., the religious culture of the soul; secondly, opportunities for social intercourse which also is essential to complete education; and thirdly, assistance to the students in order that they may profit to the full by the intellectual training which the University provides. Chapel for Catholics

FIGHTING EXPECTED

Canton, Ready To Meet Ironsides

REINFORCEMENTS ARRIVE

Canton, Yesterday. According to a telephone report yesterday at 6 p.m. from the Tung-koon sub-station, two battalions of artillery of the 3rd Division, under General Chen Chi-cheng, arrived by the a.s. "Tai Wah" at the Bocca Tigris and reached Canton last night at 12.

Interviewed, Mr. Au Fong-pao, the head of the Administrative Political Department, informed pressmen that the 3rd and 8th Divisions are being despatched by the Central Government to reinforce Canton, and that, if necessary, an additional division under General Shek Yu-san would also come.

Mr. Au said that the Ironsides remnants have arrived at Wal Taap on the Kwangsi border and would probably encounter the Canton troops within the next few days.—Canton News Agency.

North River Defences
Chairman Chan Ming-shu who, being accompanied by Generals Tsai, Chiang and Heying, left on November 27 by train for the North River, to inspect the defences there, returned to Canton on the following afternoon.—Canton News Agency.

Things That Matter

To-day's Diary

First Sunday in Advent.
Treaty of Locarno Signed, 1925.

First Day of the Eleventh Moon.

Sailors' and Soldiers' Home Service Men's Bible Class, 3 p.m.; Social Evening, 8.30 p.m.

Tea Dance, Repulse Bay Hotel, 4.30 p.m.

Queen's Theatre: "Bulldog Drummond."

Star Theatre: "Flaming Frontier."

World Theatre: "It Can Be Done," 5.15 p.m. and 9.20 p.m.; "The Flute of Tears" (Chinese picture), 2.30 p.m. and 7.15 p.m.

Majestic Theatre: "None But The Brave."

Harmston's Circus, Praya East.

Sports — K.O.S.B. Gymnasia, Kwant.

Tennis—Kowloon Cricket Club Exhibition, 10 a.m. and 2.15 p.m.; Mixed Doubles, Kowloon Football Club v. Kowloon Bowling Green Club, 2.15 p.m.

Tides—High, 10.45 a.m. and 9.05 p.m.; Low, 3.55 a.m. and 2.43 p.m.

New Moon—12.48 p.m.

To-day's Weather

N.E. wind, fresh; fine.

Home Mail

Outward for America and ports, Europe via Victoria, B.C. ("Shidzuoka Maru"), Monday, noon.

The Dollar

Yesterday's closing rate of the dollar on demand was 1/8-5/16.

September and ends about the middle of December. The fee for board and residence is \$300 Mex. a year. The instalment fee for the first term is \$200 and that for the second term is \$100. The fees must be paid in advance to the Warden at the beginning of each term.

Hall Lectures and Tuition

Lectures and Tuition in Arts, Science, Medicine and Engineering subjects will be given in the Hall by members of the staff and others with the object of assisting students in their University work.

A good reference library is at the disposal of the students.

Students are expected to conform to the regulations of the Hall. The Hall authorities reserve the right to require a student to leave the Hall if misconduct renders his continuance in the Hall undesirable.

AT THE RACES

BOXING EVE'S SPLENDID PERFORMANCE VERY KEEN SPORT

Ponies Gallop In Good Style On Firm Going

THE DIVIDENDS

Favourites had a remarkably lean time yesterday when the Hong Kong Jockey Club's ninth extra meeting (the last but one) of the season was held at Happy Valley. Only two out of nine justified the confidence placed in them by punters; one of these was odds on and the other was responsible for a dividend of just over even.

Five of the other best-backed ponies failed to secure a place in the pari-mutuel betting; and the other two managed a second (Nouk-hail) and a third (Majestic Hall) between them!

SOME CLOSE FINISHES

The sport was all that could be desired. The weather was delightful. A firm going, the ponies galloped in fast time. Boxing Eve making a splendid performance. Fields were more often big than small. The racing was keen and—thanks to the handicappers—finishes were close.

All the elements that go towards a successful meeting were forthcoming, thus auguring well for the final programme this Saturday, when the Extra Season Champions is to be decided.

The Grandstand

On the whole, the starting was not as exemplary as of yore but every event was enjoyed. Constructional work on the members' grandstand had been completed, so that there was plenty of room. With the additional facilities for betting underneath, backers had a comfortable day—even if there were many surprising (and costly) reversals of form.

An innovation in a new starters' board proved satisfactory. The Army men who worked it burrowed into the ground in front of it and maintained telephonic communication with the weighing room, thus tending to posting names and weights with greater despatch.

The Totalisator

The task of re-building all the stands in order to accommodate the new totalisator is drawing to a close and the first signs of a lawn in the enclosure were forthcoming yesterday.

With three firsts and a second, Mr. R. H. Charles had a glorious day. Mr. G. U. da Rosa was next best among the jockeys with two victories to his credit. Mr. Heard had one winner and two seconds and was also first in the unofficial hong race. Mr. Arnold won the novices' event in fine style.

Honours Shared

By contrast, honours among the owners were evenly distributed. Chinese came in for a large proportion of the prizes. The biggest, the St. Andrew's Stakes, fell to Mr. Loo Yam-man (who is also a keen rider) with One Third, with Mr. da Rosa in the saddle. Small owners did well and a pleasing feature was the return to form of more than one pony in the Jardine stable. Cash sweep results are given separately. Racing details follow:—

1.—The "Ewo" Handicap: One Mile.—A Handicap for China Ponies. Classic Winner barred. To be entered and ridden by members of the Staff of Jardine Matheson & Co., Ltd. and the Jardine Engineering Corporation. Ponies to be the property of any owner or owners. Jockeys to be nominated with entries. A Cup will be presented to the winning Jockey. No Entrance Fee. No Stakes.

Mr. Heard's Monopollat 185 lbs (started from scratch)

(Mr. Heard) 1

Mr. Stanton's Abel 165 lbs (25 yards start) (Mr. Frost) 2

Mr. Grieco's Zenjibell 180 lbs. (75 yards start) (Mr. Grieco) 3

Blue Sky 170 lbs. (75 yards) (Mr. Gordon) 0

Glennae 165 lbs. (60 yards) (Mr. Lasham) 0

Jack Russell 165 lbs. (60 yards) (Mr. Lennox) 0

James Pigg 180 lbs. (50 yards) (Mr. Kendrew) 0

King's Parade 170 lbs. (25 yards) (Mr. Butler) 0

Nugget 170 lbs. (25 yards) (Mr. Bell) 0

Pink Ticket 180 lbs. (50 yards) (Mr. Olliphant) 0

Big Ben 171 lbs. (75 yards) (Mr. Crowe) 0

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From Macao: 8.00 a.m. "SUI AN" (Sundays Excepted)
2.00 p.m. "SUI TAI" (Sundays Excepted)

EXCURSIONS TO MACAO.

SUNDAY, 1st December.
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HOME SPORT.

Two Old Blues on the Staff

There should be plenty of good Rugby tuition at the well-known Monmouth Grammar School this season, for two old blues have just joined the staff. There are D. Crichton-Miller, one Cambridge and Richmond forward, and P. G. Hoden, the Dark Blue. They met each other in the inter-Variety game last year. Crichton-Miller holds a commission in the Royal Scots and has taken over command of the School O.T.C. and Hoden is a member of the Royal Air Force Reserve. Crichton-Miller, after his three years' experience with Fettes, should be able to teach the Monmouth school jack some good Scottish footwork.

Cove-Smith to Retire

R. Cove-Smith, England's Rugby captain for the last two seasons, has decided to retire from International football. He is no longer qualified for King's College Hospital, and will only occasionally play the game occasionally. He has declared that he is no longer going to keep fit to play, but will play to keep fit. He is a busy doctor and the claims of his practice leave him very little time to play. He is thirty-two years of age.

Arthur Young for India

Arthur Young, the well-known scrum half, will be lost to England, Blackheath, Kent and the Army at home this season, as he is going out East with the Tank Corps for some years. It looks, therefore, as if his international career had come to an end. Of all scrum-halves of class he has been subjected to the most criticism—not all of it undeserved. He is apt to barge his way right through a breaking-up scrum when a dozen other openings were open to him, but when in form he could be brilliant. His defence in particular was magnificent. In spite of the criticism which has been showered upon him, he will be much missed.

The Prince's Golf

The Prince of Wales seems to be in danger of becoming a scratch golfer judging by his recent performances. He has a compact style, without a trace of floundering. His real weakness lies in his own temperament. Should he play the first hole badly, he probably will have a bad round. But on the other hand, if he starts off well he usually finishes well. He is, however, an excellent loser, and whatever the state of the match is always cheerful. His strongest point is his iron play, even Walter Hagen approved of it, and he hardly ever fizzes in an iron shot.

SOCIAL GOSSIP

Mr. R. C. Sheriff, author of "Journey's End," started life as a clerk in an insurance company in 1914 and had actually been there four or five months when he went to the War, aged only 17. Last year he was a Surveyor to an Insurance Company. Now "Journey's End" the play which has made his fortune has been running in the West-End for ten months, has been translated into nine languages and is being done in New York, Paris, Berlin, Stockholm and Brussels. Next year it will be presented in Norway and Denmark. In an interview Mr. Sheriff said: "I want quiet to work. I shall probably take up a steady profession, read for the Bar or Medicine or something like that, so that playwriting may become my hobby again, a pleasure instead of a task."

A member of the famous family of Moulton has just passed away—the Rev. William Fiddian Moulton, a distinguished figure in the Wesleyan Methodist Congregation. W. F. Moulton was the son of the head master of Leys School, Cambridge and a nephew of Mr. Lord Moulton, great jurist and scientific man. Lord Moulton possessed remarkable scientific attainments that made this apparently dry as dust lawyer one of the greatest authorities on the composition and the manufacture of explosives.

All his many friends are wishing Lord Ypres luck with his exhibition of paintings in New York. He and Lady Ypres crossed to America with a big collection of his very lovely water-colours. Lady Ypres is her husband's secret wife. She does not accompany him on sketching expeditions, but when he returns with the results of a day's work, he submits them to her for criticism. Many of the paintings are pictures of their delightful old house at Hampton Court, and the garden, and others depict famous country houses where this very popular couple have been guests.

Christenings are most cheerful functions these days and what a number of them there have been just lately among well-known folk. Last month Lord and Lady Blandford's daughter was baptised at St. Margaret's, Westminster, and later in the day, Lord and Lady Alington's first child, also a little girl, was christened at the Grosvenor Chapel, South Audley Street. And neither infant uttered a cry of protest. The reason for the exemplary

A French Girl Professional

A new stage in the history of the game is marked by the appearance of a woman golfer in the field of professional sport. France led the way in this matter, and for the first time a girl competed with men in a national open championship when Genevieve Derf took part in the French Open championship at Fourqueux. This girl is only just twenty years of age, and did not enter the championship with any great aspirations as regards winning it. She really wanted competition experience, and so little is obtainable in France. Her shots with her iron clubs were very fine, and she displayed great control of all her clubs. She was a girl caddy at Dinard for eight years, and is now a woman professional at Fourqueux.

A Versatile Sportsman

Mr. H. C. Kelly, the starter in the Irish open amateur golf championship, is now in his forty-first year, and has a great record in sport to his name. He has just been elected honorary life president of the Irish Golfing Union, of which he is one of the two surviving founders. In his youth he played Rugby for Ireland for five years, and was captain of the XV. in 1882. Four years later he captained the British lacrosse team that visited Canada. He also found time for cricket and lawn tennis, and represented Ireland in the councils of the All-England L.T.C. Mr. Kelly was also keenly interested in yachting, and was secretary of the Royal Ulster Yacht Club for eighteen years. In 1896 he visited the United States to make arrangements in the American Cup, and sailed in the next year aboard the American boat, as the representative of Sir Thomas Lister, the challenger. This is a record in the annals of sport which takes some beating.

A Boxing Puzzle

London is puzzled just at present over the behaviour of the New York Commission, who demand that Scott must fight Schmeling before he meet Sharkey. Considering that Scott went to the States on the invitation of the Commission just to meet Schmeling, and Schmeling had decided to take a holiday in Germany, the present behaviour of the Commission seems strange. However, for some years now America can world's champions have been chosen from fighters by fighters at the same weight who act as what is technically known as "stumbling blocks." It looks as though the Commissioners were trying to give Sharkey this protection.

Boxing Fortunes

One does not have to go far to seek the reason why boxers visiting the United States do not make their

fortunes, in spite of the fact that they get much bigger purses than they do at home, there is also a much greater drain on their finances. Their manager takes 50 per cent. of the purse to begin with, and after that there is a list of "gratuities" which is enough to make any boxer feel as if he had had a knock out. Also, income tax is collected before they leave America.

"Wee Johnny"

The death of Johnny Hill is being mourned by everyone; even those not interested in the art of boxing have a word of regret for the premature passing of this gallant little fighter, "Wee Johnny" as his father used to call him. It was his father, David Hill, who taught Johnny all he knew of boxing, and there was a wonderful friendship between them. Scotland has furnished Tancy Lee, Elky Clark and Hill in the matter of fly-weight champions, but of them all Hill had the best right to be called the successor of Johnny Wilde. He won an A.B.A. Championship and a Londondale Belt in just over a year, and won the world's title when he outpointed Newaby Brown. He outpointed Emile Plancher twice at the N.S.C., but it was not hard to see there was something wrong when he met him in the bulk of last year's also for all other events, and in the long jump and three miles especially, the outlook was very bright. W. J. Sartain and R. W. Revans are the jumpers, and they are expected to lower H. N. Abraham's undergraduate record of 23 ft. 1 in. The long distance men are R. E. Cowburn, A. L. Skelton, and J. R. Grogan. Much is expected of Cowburn, who was only a freshman last year.

Cambridge Athlete

Cambridge has enjoyed a wonderful athletic year. The only fly in the ointment is that so many of the Light Blues made the trip to Africa just after their return from America, which means that they have been in practically continuous training for 12 months. M. H. C. Gutteridge, the new president of the C.U.A.C., would also be happier if there were more sprinters and miler. He can rely on the bulk of last year's also for all other events, and in the long jump and three miles especially, the outlook was very bright. W. J. Sartain and R. W. Revans are the jumpers, and they are expected to lower H. N. Abraham's undergraduate record of 23 ft. 1 in. The long distance men are R. E. Cowburn, A. L. Skelton, and J. R. Grogan. Much is expected of Cowburn, who was only a freshman last year.

Hopes of Tiddell

R. M. N. Tiddell is the secretary, and one of the best all-round athletes Cambridge has known for years. He took the low hurdles last year as he liked in a time only three-fifths of a second outside record. He is a 40 ft. man at the weight, and can be useful in other events as well. It looks as though R. L. J. Rinkel, brother of J. W. J. Rinkel, would have things all to himself in the sprint. No old blues are available for the mile, but T. B. L. Bryan, B. H. Pace, R. L. Trapnell and A. C. L. Willis are all promising seniors.

MARRIAGE

JACK—SPALDING.—At Hong Kong on November 29, 1929, Lawrence Jack, son of the late W. C. Jack and Mrs. Jack, to Daisy May Spalding.

APPRECIATION

Mr. and Mrs. D. O. de SILVA, of Hampstead, London, N. W. 6, desire to thank all Hong Kong friends for the good wishes and presents sent on the occasion of their recent marriage.

"True friendships abide—though oceans divide."

A talented British woman who is going abroad to win laurels for her country is Miss Valerie Taylor, who is to play her original part in "Berkeley Square" at a New York Theatre, as soon as the run of "The Great Gull" finishes in London. Miss Taylor has given up her rather severe boyish mode of hairdressing, and now wears her hair bobbed, and curling softly round her face. She has two sisters older than herself, neither of them in the least attracted by the lure of the footlights. One is a Secretary, and the other an Anglican nun belonging to a very strict order where a rule of silence for the greater part of the twenty-four hours holds sway.

In a newly-published biography of King Albert of Belgium, written by Evelyn Graham, it is revealed that King Albert, when at Potsdam in 1918, tried to persuade the Kaiser that he was mistaken in thinking that war with France was inevitable. The Kaiser replied: "I am never mistaken." On August 4, 1914, King Albert personally telegraphed to King George asking that the integrity of Belgium be safeguarded. King George, who was lunching at the time, quietly said: "You must help." Mr. Graham considers that that was the commencement of the war so far as Britain was concerned. When Liege was captured the Kaiser, it is stated, secretly asked King Albert upon what terms he would cease to operate against the Germans. He pledged his personal honour that the pact would be carried out. King Albert curdly refused. "Even if I were tempted to consider the proposal, your assurance would make me hesitate," he replied.

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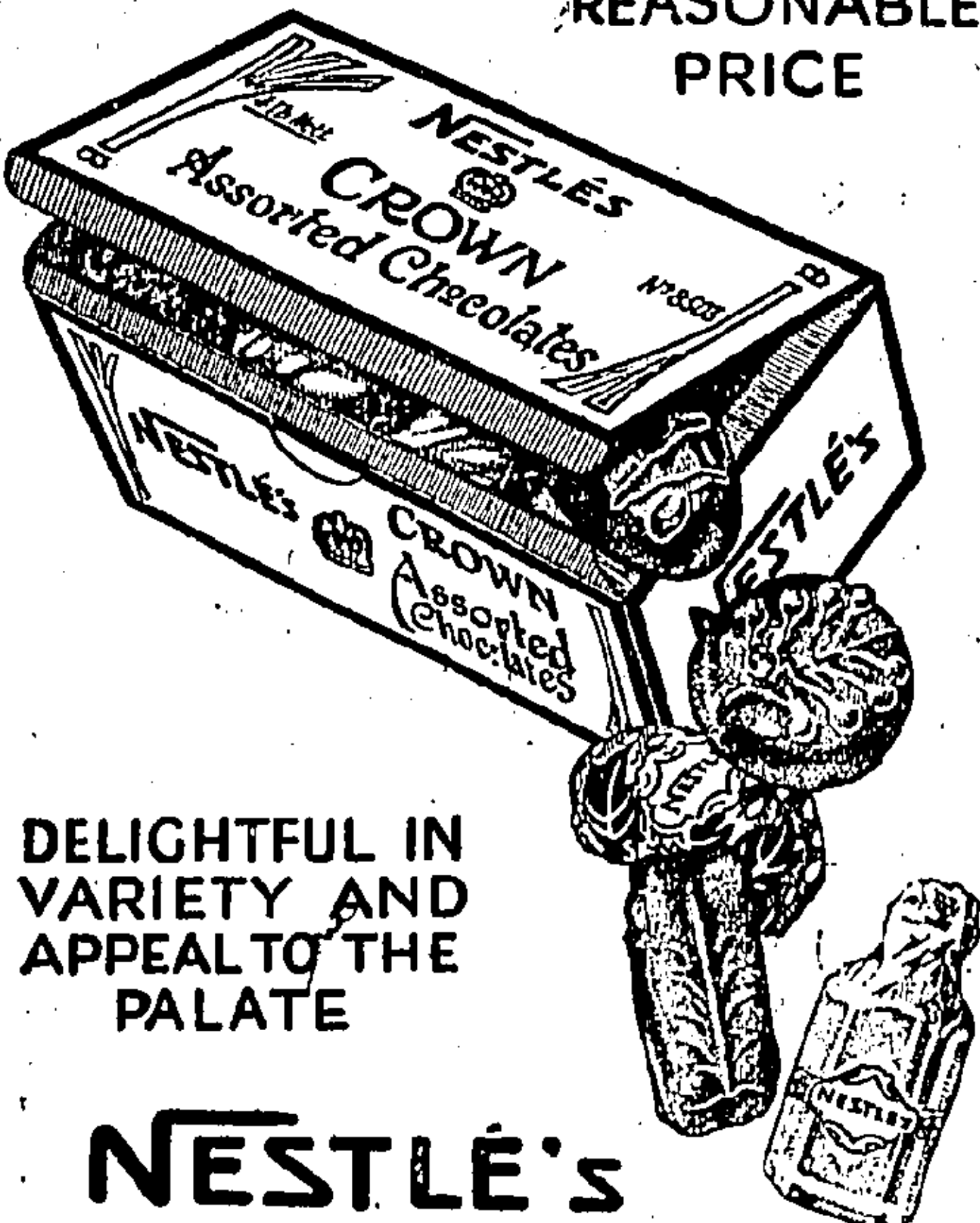
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NEXT CHANGE—MARIA ALBA in "ROAD HOUSE."

CUP AND LEAGUE RESULTS

Civilians Win Exciting Cup Duel By Odd Goal

S. CHINA "A" STILL GOING STRONG

Before a large crowd on the Club ground at Happy Valley, contrary to expectations, the Civilians gained the verdict by the odd goal in five in the Lai Wah Cup match, thereby qualifying to meet the Army, two weeks hence.

The Chinese went straight to the attack, but their very determined efforts were frustrated by a sound defence.

The first half was blank, with little indication as to who would survive the battle.

The second half found the Civilians on top for a time but thrills were many when the Chinese drew level.

The decision was not forthcoming until A. Gosano netted in the last five minutes.

Eastern fought hard to hold their own against S. China "A" and succeeded during the first half.

Upon resuming, however, the pressure told its tale and they were the vanquished, to the tune of three goals.

More was expected from the Junior "Sets" and by sharing the spoils with S. China "D" they have dropped to fourth place in the League table.

The Junior League fixtures are getting behind, during the last two weeks no less than seven matches have been cancelled and yesterday's non-meeting of the University versus R.A. brings the total to eight.

RESULTS AT A GLANCE

Lai Wah Cup

Chinese 2 Civilians 3

Division I.

R.A. 0 Somersets 2

Division II.

K.O.S.B. 5	Ewo 1
Chinese "A" 3	R.A.M.C. 1
Navy 6	Kowloon 1
Club 0	St. Joseph's 4
Eastern 0	South China "A" 3
Somersets 1	South China "B" 1
Recrelo 2	Chinese "B" 2

LEAGUE TABLES TO DATE

Division I					Division II				
	P.	W.	D.	L.		P.	W.	D.	L.
K.O.S.B.	11	5	4	2	17	8	14		
Athletic	7	5	1	1	17	4	11		
Somersets	8	6	1	1	17	5	13		
South China	7	5	0	2	13	10	10		
Navy	8	4	2	2	13	10	10		
R.A.	8	4	1	3	15	11	9		
Kowloon	7	3	3	1	10	6	9		
Club	7	1	2	4	7	14	4		
Recrelo	7	1	1	5	7	13	3		
St. Joseph's	8	1	0	7	7	23	2		
Police	8	0	1	7	8	25	1		

Lai Wah Cup

CIVILIANS v. CHINESE

Played on the Club ground before a large attendance, the teams lined up as follows:—

Civilians:—Rodger, Wynne, Pile, Hedley, Downman, Bliss, B. Gosano, A. Gosano, McKelvie, Scott, Miles.

Chinese:—Pau, Ka-ping, Ng Kam-chuen, Lai Yuk-tat, Ho Choying, Wong Shui-wa, Lam Yuk-yin, Tso Kwai-sing, Ho Ka-kung, Wong Pak-chong, Suen Kam-shun, Chan Kwong-lu.

Referee:—Mr. Atkinson.

Offside Spoils Good Chance

For the first few minutes' play was confined to mid-field, the Chinese being first to get going, but Rodger cleared well.

Suen Kam-shun tried a shot but it went just over.

The Civilians transferred play to the other end and McKelvie put in a good shot but found Pau very safe. At the other end the Chinese forced a corner on the left, and Lam Yuk-ying missed by inches.

From the goal kick the Civilians forwards got moving and McKelvie again put in a fast shot which Pau cleared well.

The Civilians kept up the pressure, but off-side against Scott spoiled a good opening.

The Chinese got away but Wynne affected a good clearance when things looked dangerous.

Play continued to be very fast, and both sets of forwards were striving hard for an opening.

A Corner Forced

The Civilians forced a corner which was cleared.

At the other end the Chinese forwards put on a strong attack and Rodger saved well from Suen Kam-shun. They continued to press but a foul against Wong Shui-wa relieved the pressure and the Civilians forwards again got going, but the Chinese defence was playing a very safe game, although A. Gosano came very near with a first time shot. Suen Kam-shun now tried to get through but his parting shot was weak and Rodger cleared without difficulty.

After some mid-field play the whistle went with honours even.

Half-time:—

Civilians 0

Chinese 0

Scott Again in Trouble

From the kick-off the Civilians got going but a foul for hands against Scott spoiled a good move-

The Chinese got away on the left and Hedley did well when he nipped in and robbed Suen Kam-shun who had forced a good opening.

Miles got away on the wing and transferred to McKelvie who went close with a header.

Tso Kwai-sing now got going and tested Rodger with a good shot.

From a corner on the right Wong Pak-chong headed just over.

The goal kick B. Gosano made ground on the right before centering to McKelvie, and after some good play A. Gosano beat Pau with a fast shot which hit the bar upright before entering the net.

The Civilians were now having the best of the game and McKelvie tried two shots but had no luck as they were both charged down.

The Chinese now got away but Wong Pak-chong lost a good chance of levelling matters through hesitating with only Rodger to beat.

Civilians Aggressive

The Civilians again took up the running and from a pass from McKelvie, Scott had no difficulty in beating Pau from close in, thus bringing the Civilians total up to two.

They continued to attack and McKelvie had bad luck when he hit the crossbar with a shot that had Pau helpless.

The Chinese got away, and after good work by Wong Pak-chong and Suen Kam-shun the latter opened the Chinese account with a lovely drive from twenty-five yards, Rodger having no chance.

From this the Chinese took heart and kept up the pressure, eventually being rewarded when Wong Pak-chong accepting a pass from the right, beat Rodger with a good shot.

A Miss from Three Yards

Excitement now ran high and both ends were visited in succession.

The Civilians should have added to their total when Miles asked the ball over the top from three yards' range.

A. Gosano next tried a tricky swerving shot but Pau was not to be deceived.

After some mid-field play the Civilians forwards again got moving and A. Gosano beat Pau with a good drive from well out to give his side the lead, and which also proved to be the winning goal.

In the last few minutes the Chinese tried to level up but Wynne who was playing a great game transferred to the other end for McKelvie to try another shot but Mac was out of luck, as a defender always seemed to get in the way.

No further scoring took place, and the final whistle went with the Civilians winning 3; well fought game by the odd goal in five.

Result:—

Civilians 3

Chinese 2

Comment

The Civilians rather upset public opinion by defeating the Chinese, but they were value for their odd goal win in a hard and very fast game.

The Civilians had two changes from the team published, Downman coming in for Hudson, and Scott for Goldman, McKelvie moving to the centre forward position. In the Chinese eleven—Ho Ka-kung took the place of Ip Pak-wah.

For the Civilians Rodger played a great game in goal and had no chance with the two shots that beat him.

Wynne played up to his old form at back and was well supported by Pile.

Hedley was the best of a hard working half-back line.

Amongst the forwards A. Gosano was the star but McKelvie played a good game at centre forward and had, bad luck in not scoring.

He tried hard for a goal and he also distributed the play well.

For the Chinese, Pau Ka-ping played his usual safe game in goal and was well supported by both his backs. The half back line were a hard working lot but did not come up to the standard of the Civilians trio.

In the forwards Suen Kam-shun was the shining light and always had the Civilians defence on tenterhooks.

Division I.

R. ARTILLERY v. SOMERSETS

Somersets Within a Point of League Leaders

Ideal weather favoured this match, there being very little wind to interfere with play.

The sun was very brilliant, however, a factor which decided the Gunners as to which goal they would defend upon winning the toss against their opponents, the Somersets.

Mr. Stokes, on the Kowloon F.C. Ground, lined up the following teams:—

Royal Artillery:—Fletcher; Oliver, Rawlings; Taylor, Joyce, Gardner; Cotton, Allen, Gill, Walker, Fredericks.

Somersets:—Hall; Cawley, Hayward; Knapp, West, Harris; Rayson, Earley, Denmead, Guest, Butcher.

Somersets' New Centre

It will be noticed that Earley has been promoted from the Second Eleven and he should keep his place if he continues to play up to his present form.

Tayson and Denmead should be able to pull even more out of him, for when in possession and within shooting distance he means business.

The Gunners were the first to get on the run, a very good shot coming from Allen and to the relief of Hall it just grazed the bar.

Mid-field play followed for a time, being very fast, and from a free kick the "sets" forced a corner.

Butcher in Form

The flag kick was a good one but a clearance by the Gunners' defence prevented any damage being done.

Butcher then came into the picture by a smart run up the field finishing a very promising movement with a low fast drive which only missed the target by inches.

With play swinging from end to end it was difficult to anticipate at this stage who would open up the scoring.

Denmead appeared to have done the trick but Fletcher met the challenge by making a good clearance.

Butcher made another raid and could not be held, only to find Fletcher again between him and success.

Two attackers were well positioned and Fletcher made any mistake and it was good work on his part in clearing his lines.

Butcher, at work again, sent in some accurate centres but all to no avail. The interval whistle sounded and concluded thirty-five

minutes of very fast and determined play, being fruitless on account of the sound defences.

Half-time:—

R.A. 0

Somersets 0

Wind Upsets Kicking

Upon the resumption the wind sprang up and was responsible for the ball going out of play a good deal.

After settling down Gardner gave Fredericks a good pass for a run down, but he lost an opportunity by shooting weakly.

The Artillery were making themselves felt, for another pass, put Gill in a scoring position, but Cawley cleared from the goal-line.

A few minutes later the same player received an injury, but after receiving attention was able to resume play.

Fletcher was on the top of his form and guarded his charge well, but in saving a beautiful shot by Butcher, he had the misfortune to put round the post.

Somersets Rally

The resultant flag kick was to no avail.

The Somersets had had enough of being denied success and made a very determined raid, the climax resulting in Guest beating Fletcher with a beautiful shot in the corner of the net.

This put now life into the "Sets," who continued the pressure and, following some good combination work, Butcher increased his side's lead by finding the net with an equally good shot.

The Gunners' forwards had by this time become a spent force and the Somersets now held the upper hand. Their defence, however, continued to play a very sound game, and hampered the "Sets" front line.

Butcher was not being so well fed now as was the case during the first half, but when he did gain possession of the ball he was dangerous.

The final score of this game would have been far greater in favour of the Somersets but for the sure kicking of the Gunners' defenders.

The final whistle signalled the close of a very fast and interesting game, the victors well deserving the verdict of two clear goals.

Result:—

R.A. 0

Somersets 2

Division II

K.O.S.B. v. EWO

A Tame Game

On the Sookumpoo ground, Corpl. Marden lined up the following players:—

K.O.S.B.:—Fox; Charlton, Bird; Drury, Barham, Stewart; Crawley, Toal, Stevens; Milligan and Rhodes.

Ewo:—Chan Yui-po; Chan Mok-sing, Lam Ho-yin; To Ho-hong, Chan Pook-yu, Chan Yin-wing; Ho Yui-tin, Chun Chao-tong, Ting King-yui, Mok Tak-fai, Chow Yin-lai.

Goal from Rebound

The K.O.S.B. proved to be the better of the two teams.

The game was very strappy and slow the K.O.S.B. having lost all their zip, through no doubt being called upon to turn out twice weekly.

After several missed chances by both sides Crawley opened the scoring for the K.O.S.B.

Following mid-field play Ewo attacked and equalised through Chan Yin-lai the ball having rebounded from Bird.

Just before the interval the K.O.S.B. again went ahead, Stevens netting from a pass by Milligan.

Half-time:—

K.O.S.B. 2

Ewo 1

Team Re-Shuffled

After the change over the K.O.S.B. took complete control of the game and should have increased their lead, but Rhodes had hard luck with a good drive which went inches wide of the post.

The K.O.S.B. came again on the right and from a fine pass by Crawley, Milligan scored.

From now onwards the ball was seldom in the K.O.S.B. half of the field, and after a series of missed chances Stevens nipped in, to drive the ball home after Chan Yui-po had fumbled the shot.

Ewo defence was further weakened by the removal of Chan Mok-sing to centre. In no way did it enable his side to score.

A little later Crawley, after cleverly dribbling past two defenders, passed to Stevens who had no trouble in registering the fifth goal.

Result:—

K.O.S.B. 5

Ewo 1

CHINESE "A" v. R.A.M.C.

Played at the Stadium. The teams lined up as follows:—

Chinese "A":—Wong Yun-sing; Lo Wai-wan, Wong Shui-wo; Ng Po-lau, Lai Kwok-chiu, Ng Tak-wing; Mak Kwok-tung, Pong Tak-sun, Tsoi Ping-fan, Loung Fat-wing, Leo Fong.

Medicals:—McGowan; Edwards, Dodshon; McLeavy, McAulian, Thomas; Elliott, Prust, Jenkins, Devlin, Goodman.

Referee:—Sgt. Marshall.

Chinese Collect Points

The game commenced, evenly, play being confined mainly to mid-field, and it was not until late in the first half Pong Tak-sun found the net.

This was the outcome of an attack by Chinese "A".

McGowan came out to clear but only managed to stop the ball a short distance and Pong Tak-sun shot into an empty goal.

The Medicals soon retaliated and were rewarded by a goal from Prust during a scrimmage in front of goal.

Half-time:—

Chinese "A" 2

R.A.M.C. 1

Wind Helps Chinese

With the wind against them the Medicals had little chance of equalising and Pong Tak-sun put the issue beyond doubt by adding a third from a scrimmage.

Result:—

Chinese "A" 3

R.A.M.C. 1

NAVY v. KOWLOON

Crushing Defeat for Kowloon

Played at Happy Valley.

A very one-sided game ended in the Navy's favour by six goals to one.

The teams lined up as follows:—

Kowloon:—Angus Jnr.; Guest, Hannan; Nicholls, Easterbrook, Dunnett; Eastman, Campbell, Moss, Coates, Bickford.

Navy:—Turner; Webb, Ward; Mellitt, Bell, Lewington; Egan, Sorbie, Cartwright, Gould, Wade.

Referee:—Mr. Vickery.

Except for the first ten minutes the Navy outplayed Kowloon, and goals were scored by Wade, Gould, Cartwright and Egan.

Moss obtained Kowloon's solitary goal.

Half-time:—

Navy 4

Kowloon 1

In the second half the Navy still held the upper hand, and further goals were added by Wade and Gould.

Result:—

Navy 6

LOCAL CRICKET

Draw Between Royal Navy And Kowloon
WHEN TO DRAW STUMPS

Indians' Masterly Victory Over Craigengower

ARMY MATCH POSTPONED

The average standard of yesterday's cricket in the Colony was exceptionally high, the game between Craigengower and the Indian Recreation Club, in which the latter dealt with their opponents in masterly fashion, being an outstanding feature.

In the First Division the Kowloon C.C. forced a draw with the Navy after an evenly contested match, in which the former's batting was in every way first-class, although some confusion was caused, owing to the uncertainty of the time for drawing stumps. An endeavour will be made to publish this ruling in the next week's issue of the "Sunday Herald" to avoid any further contention.

The match arranged between the Army and Hong Kong C.C. had to be postponed, owing to a large number of the Army's players being away in camp.

BRILLIANT BATTING

League—Division I

KOWLOON C.C. v. ROYAL NAVY

Played at Kowloon, the Kowloon C.C. forced a draw with the Royal Navy after an evenly contested match. This was the first League Match of Division I, to be played and the result was a good reflex of the game.

Kowloon batted first and punished the bowling put to them unmercifully. The ball often went completely wide of its object and a good deal of improvement seems to be required. F. Zimmerman made the best score of the match, namely 64 runs, and was not out. He seemed to be completely at ease at the wicket and played very steadily and well. The remainder of the scores were all very creditable and Kowloon declared with 166 runs for 3 wickets.

The Navy commenced to bat rather late in the afternoon and did not put up a very spectacular show. The bowling of Brace and Ross was too fast and accurate in many cases, although some good hits were made off them. Squadron Leader Bomphrey and A. B. Lissett played very well against heavy odds, but the time caused them to draw stumps with 101 runs for 9 wickets to their credit. Details of the scores are as under:

Kowloon C.C.	
F. C. Fincher, c Lissett, b Dalson	27
F. E. Lawrence, retired	22
E. F. Fincher, stpd. Downs, b Glass	31
F. Zimmerman, not out	64
A. T. Lee, not out	11
Extras	14

Total (for 3 wickets)	
G. A. V. Hall, N. Mackay, W. Brace, D. Luing, H. T. Buxton, and N. H. Ross	166
did not bat	

Bowling Analysis

O.	M.	R.	W.
Dalson	11	0	40
Lissett	8	0	23
Stannard	4	0	23
Glass	6	0	31
Bomphrey	5	0	20

Royal Navy

Surg. Comdr. Shaw, c E. C. Fincher, b Brace	5
Lt. Comdr. Sim, lbw, b Ross	21
Sgt. Ldr. Bomphrey, c E. C. Fincher, b Ross	1
Lt. Stevenson, c E. C. Fincher, b Ross	0
Lt. Wright, c Zimmerman, b Brace	1
Lt. Dalson, not out	5
Lt. Evans, b Brace	5
Sgt. Ldr. Glass, c E. C. Fincher, b Ross	21
Md. Stannard, b Ross	2
O. A. Davies, c b Brace	1
Extras	14

Total (for 9 wickets)

O.	M.	R.	W.
A. T. Lee	4	1	17
Ross	17	2	32
Brace	10	2	40
E. C. Fincher	2	1	8

League—Division II

POLICE R.C. v. K.C.C. 2ND XI.

The Police had exceptionally hard luck in the League Match against the Kowloon C.C. 2nd XI on the home ground.

The Kowloon Club batted first and after a confident 142 runs for 8 wickets declared, and the Police took the field, starting the batting with a luster four and some very good hits. The bowling of the Kowloon Club was not destined to upset them, as Alexander and Hunter soon proved, but they were finally dismissed for 28 and 39 runs, respectively, after a hectic innings.

Kowloon C.C.	
F. Smith, c b B. Baker	27
A. Dand, b Alexander	9

Bowling Analysis

KING!-

Total (for 7 wickets)

O.	M.	R.	W.
Hinton	4	0	18
Duckitt	4	0	18
Armstrong	2	0	17
Williams	4	1	31
Owen Hughes	3	0	5
Moor	3	0	15
Beaumont	1	0	3
McElney	1	1	0
Remington	2	0	7

CRAIGENGOWER v. INDIAN R.C.

The Indian Recreation Club dealt with the Craigengower C.C. in a masterly fashion at Sookunpoo. The home team batted first and O. Ismail compiled a good score of 66 runs before Omar claimed his wicket. The next three wickets fell to Omar for low scores until A. K. Minu dealt with the balls in no uncertain manner. His successors also showed that Omar had no sway over them. However Omar certainly did very well, his 6 wickets for 35 runs being very creditable. The Indians declared with 102 runs for 8 wickets.

Indian Recreation Club

O. Ismail, c b Omar	66
M. R. Abbas, lbw, b Omar	0
S. A. Sufiad, b Omar	0
S. A. Ismail, b Omar	0
T. Hamet, b Omar	0
A. K. Minu, b Omar	42
A. R. Minu, c Abbas, b Omar	12
A. H. Madar, c Abbas, b Linn	21
J. S. A. Curreen, not out	5
Extras	10

Total (for 8 wickets)

O.	M.	R.	W.
N. W. Omar	12	3	35
S. Abbas	5	0	14
A. B. Hamson	5	0	20
K. R. Way	8	0	56
F. Oliver	0	18	0
H. P. Linn	1	0	0

Craigengower C.C.

S. Abbas, b M. R. Abbas	0
R. Zimmerman, c Hamet, b A. Rumjahn	2

Bowling Analysis

O.	M.	R.	W.
M. R. Abbas	18	3	30
G. Winch	2	0	8
J. L. Youngs	3	0	14
P. K. Lee	5	8	5
Kwan	4	0	18
Wood	3	0	7
A. Prata	0	0	13

A. Raven, c Baker, b Sherry	3
G. Lee, lbw, b B. Baker	22
S. Jex, run out, b A. Baker	19
A. Kew, b B. Baker	5
B. Petheram, c Kirby, b T. H. King	25
J. Marlow, b A. Baker	14
R. Raven, not out	15
Extras	13

Total (for 8 wickets)

O.	M.	R.	W.
B. Baker	11	1	34
T. H. King	10	3	37
Alexander	5	0	22
Sherry	3	0	12
A. V. Baker	6	0	15
E. G. Post	4	0	19

Police R.C.

Alexander, b Petheram	28
Hunter, c Lee, b F. Smith	33
Kirby, c Marlow, b F. Smith	1
B. Baker, not out	15
R. H. King, not out	10
Sherry, c Raven, b Lee	25
Post, b Lee	19
Extras	19

Total (for 5 wickets)

O.	M.	R.	W.
G. Lee	8	5	28
H. Overy	2	1	35
F. Smith	6	2	21
B. Petheram	4	0	28
A. Raven	2	0	11

Friendlies

H. OWEN HUGHES' XI. v. H. V. PARKER'S XI.

The game played between Mr. H. Owen Hughes' XI and Mr. H. V. Parker's XI in lieu of the Army match provided some first class cricket throughout the afternoon. Mr. Owen Hughes' XI batted first and found no difficulty with the bowling and the placing of the ball to the boundary. Armstrong was finally stumped with 52 runs to his credit after a very spectacular innings. The team declared with 178 runs for 7 wickets.

Mr. Parker's XI took the field at 4.30 and it was seen that the standard of play generally was not up to that of Mr. Owen Hughes' XI, but in some instances remarkably good strokes were made. The result was as under:

H. Owen Hughes' XI.

Moor, b Agnew	26
Duckitt, b Parker	5
Armstrong, stpd. West, b Batger	52
Remington, c West, b Ashworth	27
Williams, b Parker	13
Gammell, b Parker	0
Harris Walker, not out	20
McElney, b Stock	1
Beaumont, not out	1
Extras	24

Total (for 7 wickets)

Hinton and H. Owen Hughes did not bat.

Bowling Analysis

O.	M.	R.	W.
Parker	8	0	31
Skinner	3	0	12
Morton	3	0	23
Agnew	4	0	26
Ashworth	3	0	19
Batger	4	0	13
Stock	2	0	30

H. V. Parker's XI.

Skinner, lbw, b Owen Hughes	48
Batger, b Williams	30
Agnew, c Gammell, b Owen Hughes	17
Morton, c Owen Hughes, b Moor	17
West, c Owen Hughes, b Moor	2
Stock, c Moor, b Remington	9
Ashworth, b Remington	1
Beaumont, not out	3
McElney, not out	7
Remington	2

Total (for 7 wickets)

O.	M.	R.	W.
Hinton	4	0	18
Duckitt	4	0	18
Armstrong	2	0	17
Williams	4	1	31
Owen Hughes	3	0	5
Moor	3	0	15
Beaumont	1	0	3
McElney	1	1	0
Remington	2	0	7

CRAIGENGOWER v. INDIAN R.C.

The Indian Recreation Club dealt with the Craigengower C.C. in a masterly fashion at Sookunpoo. The home team batted first and O. Ismail compiled a good score of 66 runs before Omar claimed his wicket. The next three wickets fell to Omar for low scores until A. K. Minu dealt with the balls in no uncertain manner. His successors also showed that Omar had no sway over them. However Omar certainly did very well, his 6 wickets for 35 runs being very creditable. The Indians declared with 102 runs for 8 wickets.

Indian Recreation Club

O. Ismail, c b Omar	66
M. R. Abbas, lbw, b Omar	0
S. A. Sufiad, b Omar	0
S. A. Ismail, b Omar	0
T. Hamet, b Omar	0
A. K. Minu, b Omar	42
A. R. Minu, c Abbas, b Omar	12
A. H. Madar, c Abbas, b Linn	21
J. S. A. Curreen, not out	5
Extras	10

Total (for 8 wickets)

O.	M.	R.	W.
N. W. Omar	12	3	35
S. Abbas	5	0	14
A. B. Hamson	5	0	20
K. R. Way	8	0	56
F. Oliver	0	18	0
H. P. Linn	1	0	0

Craigengower C.C.

S. Abbas, b M. R. Abbas	0
R. Zimmerman, c Hamet, b A. Rumjahn	2

Bowling Analysis

O.	M.	R.	W.
M. R. Abbas	18	3	30
G. Winch	2	0	8
J. L. Youngs	3	0	14
P. K. Lee	5	8	5
Kwan	4	0	18
Wood	3	0	7
A. Prata	0	0	13

H. P. Linn, c J. Curreen, b	3
M. R. Abbas	22
N. M. Omar, c J. Curreen, b	19
A. R. Minu	5
B. Bradbury, c Sufiad, b	25
J. S. A. Curreen	14
A. B. Hamson, c O. Ismail, b	15
A. A. Rumjahn	13
F. Oliver, c Abbas, b J. S. A.	25
Curreen	1
W. K. Way, c b A. A. Rumjahn	0
E. V. Field, c b A. A. Rumjahn	0
J. Stirling, stpd. b A. R. Minu	1
G. Kelley, not out	3
Extras	7

Total

O.	M.	R.	W.
W. K. Way, c b A. A. Rumjahn	0	0	0
E. V. Field, c b A. A. Rumjahn	0	0	0
J. Stirling, stpd. b A. R. Minu	1	0	0
G. Kelley, not out	3	0	0
Extras	7	0	0

Total

O.	M.	R.	W.
M. R. Abbas	4	3	12
A. R. Minu	6	2	18
A. H. Madar	3	0	14
J. S. A. Curreen	3	3	0
A. A. Rumjahn	2	1	13

C.C.C. 2ND XI. v. I.R.C. 2ND XI.

The Craigengower 2nd XI again sustained a defeat at the hands of the Indians after a strenuous game at Happy Valley. The home team batted first and seemed to settle down almost immediately, whilst Kew and his fellows soon fell a prey to A. M. Rumjahn's bowling. Sufiad played the best game of the afternoon. A very steady and stylish bat, he compiled his runs slowly but surely until A. M. Rumjahn took his wicket for 21 runs. The fielding of the Indians was up to their usual standard, always alert and ready for the ball. The Indian Club batted very well, but in some cases they could not contend with the bowling of Sufiad, who obtained 4 wickets for 33 runs. However, the Indians were able to declare, having beaten their opponents by one wicket. Final scores were as under:

Craigengower C.C.

F. Sufiad, stpd. b A. M. Rumjahn	21
H. Kew, b A. M. Rumjahn	4
Y. Abbas, c A. R. Sufiad, b A. M. Rumjahn	1
H. Sufiad, run out	12
W. Gill, c Barma, b A. M. Rumjahn	27
W. B. Muskett, c Y. Abdul, b Ismail	23
W. Leonard, lbw, b M. Fakir	8
W. Way, c b Sufiad, b A. M. Rumjahn	7
W. McElroy, c Sufiad, b A. M. Rumjahn	0
M. Fakir, c Sufiad, b A. M. Rumjahn	0
P. Kilbride, b M. Fakir	4
A. Pale, not out	4
Extras	10

Total

O.	M.	R.	W.
A. R. Sufiad	7	2	34
A. M. Rumjahn	8	0	30
M. Fakir	6	1	22
Sufiad	5	1	21
A. R. H. Ismail	1	0	14

Indian R.C.

M. Fakir, c McElroy, b Muskett	11
H. I. M. Barma, b Sufiad	4
A. R. Sufiad, c McElroy, b Sufiad	13
C. F. Doodh, b Sufiad	25
A. R. H. Ismail, b Abbas	28
J. S. A. Curreen, retired	19
Sufiad, b Abbas	0
A. M. Rumjahn, b Abbas	0
A. Ismail, b Sufiad	13
A. R. Abbas, not out	0
M. T. Abdul, not out	4
Extras	26

Total (for 9 wickets)

O.	M.	R.	W.
Sufiad	7	2	34
Muskett	6	1	26
Y. Abbas	6	1	28
W. Gill	2	0	24
A. Pale	2	0	15

RECREIO v. DIOCESAN B.S.

A keen friendly match was played between the Club de Recreio and the Diocesan Boys' School on the former's ground.

The Club de Recreio commenced the batting and it was soon evident that the batsmen could not with safety hit out as they would have liked, for the bowling was very fast and right on the wicket. R. Lee accounted for the majority of wickets, five for 36 runs, and F. K. Lee came a very close second with one wicket for 5 runs. The scoring of the Club de Recreio was slow and uncertain and no high figure was reached.

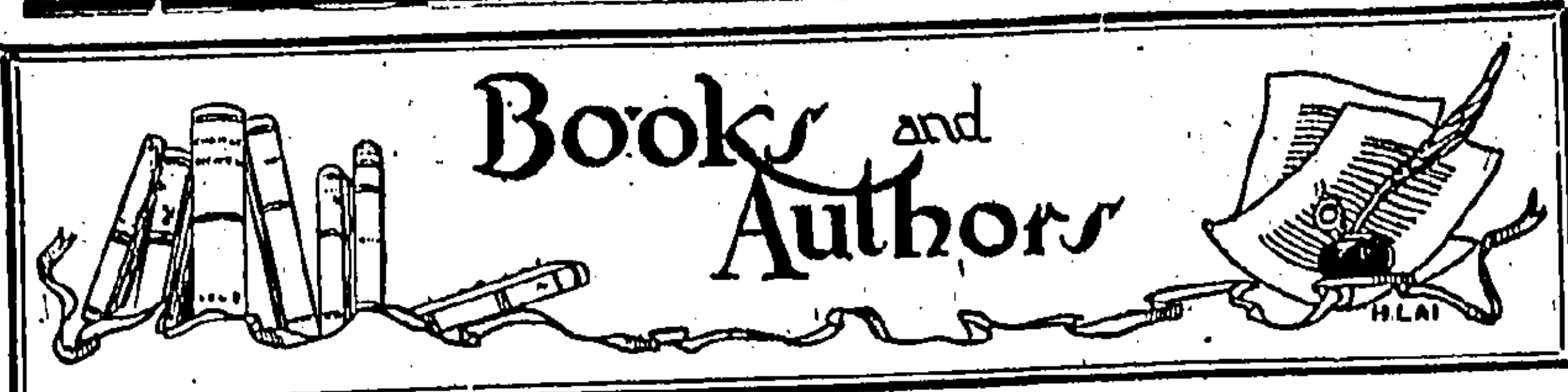
After the interval the Diocesan Boys' School commenced the batting and it was now the Club's turn for revenge. Alves and Xavier, two of the Club's best bowlers, were not up to their usual form, but A. P. Pereira and C. M. Sousa bowled very well indeed. The School were unable to obtain a number of runs owing to the vigilance of the fielding, and the fading light, caused them to declare with only 69 runs for 8 wickets. The scores were as under:

Club de Recreio

H. M. Xavier, run out	10
H. A. Alves, run out	7
H. F. Pinna, c A. Prata, b F. K. Lee	12
H. A. Barros, b R. Lee	12
D. P. Xavier, c b Prata	18
C. M. Sousa, b R. Lee	0
F. Barros, b R. Lee	0
F. H. Carvalho, b R. Lee	20
H. A. Noronha, c Kwan, b R. Lee	8
J. H. Figueiro, not out	12
A. P. Pereira, run out	0
Extras	6

Total

A keen friendly match was played between the Club de Recreio and the Diocesan Boys' School on the former's ground.



"HERALD" REVIEWS

Revolutionary Thrills
In Roumania

["The Five Flamboyans," by Francis Beeding. (Hodder & Stoughton 7/6d. net).]

(By "Bookworm")

To be drawn slowly and seductively into a revolutionary plot to overthrow the regime in Roumania, accompanied by an amusing companion, is the enticing prospect for readers of this readable book.

Mr. Beeding, who already has five novels to his credit, never takes his crooks seriously, and sketches in even their most diabolical acts with an ironical humour. Take Mousorsky for example; a disreputable gentleman, a child of the Internationale, with tousled hair and a famished eyes, who trembles with ecstasy when he quotes Shelley, yet who is by instinct, nothing better than a cold-blooded butcher. The author makes one feel that the crimes contemplated and committed by his characters are not wicked so much as "unpleasant."

John Baxter, the hero, is a typical Englishman; sensible, with a true eye for comedy, no ability for the sentimental, yet possessed of a whimsical outlook that almost amounts to irony, and a determination to take nothing too seriously. The whole story is told by Baxter, who is an admirable raconteur, with some finesse, restraint, and a good enough education to see through people.

Another character to whom many readers should become attached is Colonel Granby, British Secret agent, who very ably and at no small personal risk, impersonates a murdered Jew who, in his unenviable lifetime, tried to talk and live like a Scotsman. So Granby is faced with a double task, but carries it off with credit, despite the discomfort which fidelity to details (such as chewing gum, not smoking, or drinking) entails.

One agrees with the author that inherent in Granby is something of the genius when, in order to create confusion and elude his captors, he plugs the spout of a soda water bottle with chewing gum and causes an explosion. He is alive to all dangers, and even arranges to have his leg "broken" in a car accident, that he may the more perfectly execute his plans.

The villain is not altogether an unlikable personality, but he has an irritating manner of behaving like an Elizabethan courtier, complete with beard and swag. But he is witty, nonchalant even in danger, and knows how to turn a graceful or ironic phrase to suit all occasions. The trouble is that he takes himself seriously, and sighs in explanation of his peccadilloes, that he was born out of his time. As he himself says in the throes of an unsuccessful love proposal, "I am an anachronism. I was born too late. I am the last of the condottiere. I live in the Renaissance. I am a misfit in the modern world. And so on. What he really was, of course, was an over-cultured adventurer who, as Granby said, would find to his cost it did not pay to adopt Elizabethan morals in the modern age."

What induced him, we are left wondering, to play a leading part



Dave (pronounced Dah-ray), a titled European, elegant, author of "Lovely Ladies," who has made an extraordinary success as a writer within the short space of four years. Where the average newspaper writer succeeds in establishing one feature only after a lifetime of labour, this remarkable woman writes and illustrates a round dozen of syndicated articles that appear in the leading newspapers. She maintains offices in California and New York, and a Paris studio, in which she resides. The scope of her writing encompasses fashion, beauty, cooking, and a variety of children's features.

in a plot engendered in Moscow to kidnap the boy King of Roumania, and overthrow the Government? He was capable of killing on occasion, we do not doubt, but his favourite little joke was to break tubes of laughing and other unpleasant gases under people's noses. Wyndham could be very unromantic at times, but he proves himself, in the last chapter, to be a quite gallant individual with a sporting sense of honour.

Ann Winstone (who is, of course, the heroine) is unnecessarily cold and off-handed at the beginning of the book, and her temper is not sweetened by the fact that King Peter, whose governess she is, is abducted right under her eyes from a railway carriage by the heavily laughing gas. There is to be said in her credit that she makes a very brave effort to find the boy King; but she is an angry little person, and some of us may feel that she deserved not Baxter, but Wyndham.

The plot is well conceived and carried out with the skill of an experienced hand. There are few exaggerated denouements, and all the situations are born out of the story, and are not strung on as haphazard occurrences. Thrill develops out of, rather than merely follows, the characters, themselves live, (and live well), dining on the best possible food and wines. But as Baxter occupies a good position on the Secretariat of the League of Nations, he can, apparently, afford to distribute largesse to waiters without a tight sensation in the throat.

The description of Geneva and of the surrounding lake and mountain scenery, is delineated with quiet admiration, and bears the restrained

FOR CHILDREN

"The 1929 Christmas Tree"

TO HELP HOLIDAY FUND

From Messrs. Ernest Benn, Limited, we have received a copy of "The 1929 Christmas Tree" (6/- net), which is published in aid of the Children's Country Holiday Fund.

In a Publishers' Note it is stated that the entire contents have been contributed free of any charge by the authors and artists on behalf of the Holiday Fund. A special debt of gratitude is expressed for assistance rendered by "The Nursery World" for valuable suggestions, to Mr. David Low and the "Evening Standard" for permission, very readily granted, to use illustrations of the magnificent articles of the famous Muses. Pop, Squawk and Wilfred grace several pages through the courtesy of the "Daily Mirror."

The volume—a handsome one for any girl or boy on Christmas Day and indeed every day—is full of good things for the juveniles by such noted authors and artists as E. F. Benson, Algernon Blackwood, John Drinkwater, Cosmo Hamilton, Sheila Kaye-Smith, and W. Pott. The volume is a gift book at Christmas this year, and can be confidently recommended as one of the best of the London Christmas book season this year.

It is printed on various tints of ink that impart a distinctly "Christmas" look that cannot but appeal to juveniles not to speak of those grown-ups whose task is often to read out stories to their kiddies. As a gift book at Christmas this year, and can be confidently recommended as one of the best of the London Christmas book season this year.

subtlety of the artist. "The Five Flamboyans," which begins with a Scotch joke and a murder, can be recommended to anyone who appreciates a thrill, but cannot read Edgar Wallace.

— R. S.

1929 CHRISTMAS ANNUALS
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- 12.—Mrs. Hippo's Annual 2.45
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- 14.—Cassell's Children's Annual 3.50
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- 16.—The Chick's Own Annual 2.45
- 17.—The Golden Annual for Girls 3.15

- 18.—The Oxford Annual for Boys 3.50
- 19.—The Oxford Annual for Girls 3.50
- 20.—The Oxford Annual for Scouts 2.45
- 21.—The Oxford Annual for Children 3.50
- 22.—The Oxford Annual for Tiny Folks 2.45
- 23.—Chums 8.75
- 24.—Boy's Own Annual 8.75
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- 26.—Chatterbox 3.50
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- 29.—Blackie's Boy's Annual 3.50
- 30.—Blackie's Girl's Annual 3.50
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- 33.—Little Folks 3.50

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A CANARD

Story of Importation of
Fifty Dogs

"The importation of greyhounds into China from foreign countries has been forbidden by the National Government and they must, under no conditions, be permitted to enter the country," says a letter which has been addressed by the Chinese Ratapayers Association of Shanghai to the Superintendent of Customs, Mr. Chen Chi-tai.

The Association had received information that certain foreigners have done their hardest to secure permission to import 50 greyhounds, valued at \$5,000, from Great Britain. The foreigners contended that these dogs had left England prior to the issuance of the order by the National Government forbidding their importation and argued that they should be permitted to enter China.

Inquiries were made at the Customs but nothing was known of any greyhound shipment. The "North-China Daily News" was informed that the ban of the National Government on greyhounds was definite and shipments of greyhounds shipped prior to the issuance of the order will not be allowed to enter China in any circumstances. Further inquiries failed to show to whom the alleged shipment belonged. The existing greyhound courses conducted there racing with "average" dogs, viz., costing approximately \$20, as it is inconceivable that dogs costing \$100 each have been ordered for the local tracks.

"HARMSTON'S"

Popular Circus Again
Here

EXCELLENT PERFORMANCE

Harmston's Circus, which is playing for a short season in Hong Kong, gave an excellent performance on Friday night at Praya East. There was a packed house, and every item on the programme was much appreciated.

Trick ponies, performing cockatoos, and the strong men in their acrobatic stunts were most entertaining. The leap for life in a Harley Davidson motor cycle was particularly thrilling. The dare devil rider came up a short slope and then went flying in the air for a distance of no fewer than 40 feet before touching terra firma again.

The comic side of the programme was looked after by four well-seasoned clowns, and to say that they know their job would not be doing them full justice. Rocco, one time King of the Clowns, when circus goes will no doubt remember, is also among them.

PATRONAL FESTIVAL

To-day (Sunday) is the Patronal Festival of the St. Andrew's Church, Kowloon.

It is a day of thanksgiving of the congregation for all the blessings on the Church, its parish, and its family life.

Besides being a festival day it is also Diocesan Sunday and the First Sunday in Advent, the beginning of the Church's year.

Holy Communion will be administered at 8.15 a.m. and at noon.

The Bishop of Victoria (the Rt. Rev. C. R. Duggan, D.D.) will preach at Matins, during the course of which he will license the Rev. E. A. Armstrong, B.A., as Assistant Chaplain of St. Andrew's Church. The sermon at evensong will be delivered by the Rev. C. B. Shann, M.A., Clergyman in charge.

In the afternoon, at 2.45 p.m., there will be a Children's Service, at the conclusion of which an investiture of seven members of the 2nd Hong Kong (St. Andrew's) Troop will take place.

The Scouts and Wolf Cubs will also parade at the 11 o'clock service.

WARSHIPS IN PORT

British warships in port on Saturday were:—

In Basin of R.M. Dockyard: "Tamar," "Cornflower," "Seymour," "Thracian," "Somme," "Stormcloud." At north arm: "Iroquois." West wall: "Kent" (flagship). In Dock: "Marston," "Somers," "Magnolia." No. 4 Buoy: "Herald." No. 5 Buoy: "Hermes." No. 6 Buoy: "Blazer." No. 8 Buoy: "Beise." No. 13 Buoy: "Blazing." Wharfedale Dock: "Cornwall." The only foreign man-of-war in port.



The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 350 metres:—

9.55 a.m.—Morning Service relayed from St. Joseph's Church.

Programme:—

1. Holy Mass.
(a) Kyrie (F. Capocci).
(b) Sermon: "Man at the Bar of Judgment," preached by Rev. Father G. Byrne, S.J.
(c) Offertory: Trio (A. Rignati) for violin, cello and organ.
(d) Sanctus, Benedictus, Agnus Dei. (F. Capocci).
(e) Post-Communion (G. Farlotti) for violin, cello and organ.
2. Benediction of the Blessed Sacrament.
11.00 a.m. (Approx.)—Chinese Programme.

1.48 p.m.—Weather Report.

7.48 p.m.—Weather Report.

9.00 p.m.—Evening Programme of H.M.V. and Victor Records supplied by courtesy of Messrs. Moutrie and Company.

"Selection from Menestele," "Menestele"—Prologue, (Belto), Creator's Band.

"Die Meistersinger"—Overture—Part 1 and 2 (Wagner).

Chicago Symphony Orchestra.

"Largo" (Handel) (Kerkes).

"Prelude in C Minor" (Chopin, Op. 28, No. 20).

Archer Gibson.

Organ Paraphrase on "Love's Old Sweet Song."

(Molloy, arr. Meale).

(a) "Morning Daw," (b) "The Old Oak Tree," (Power).

Arthur Meale played on the

"Lonesome Road" (The Show Boat), (Austin and Shilkret).

"Little Pal" (Say it with Song), (De Sylva, Brown and Henderson).

"Hungarian Rhapsody"—No. 2—Part 1 and 2, (Liszt).

Philadelphia Symphony Orchestra.

"Symphony No. 1 in C Minor"—Part 9 and 10, (Brahms, Op. 68).

Philadelphia Symphony Orchestra.

"Serenade" (Alfredo Silvestri)—Enrico Toselli.

"Love" (Your Spill is Everywhere), (Elsie Janis—Edmund Goulding), Gloria Swanson, Soprano with Orchestra.

"Carmen Suite"—March of the Smugglers; Soldiers Changing the Guard (Bizet).

Philadelphia Symphony Orchestra.

"Carmen Suite"—Gypsy Dance, Intermesse and Les Dragons d'Alcala (Bizet).

Philadelphia Symphony Orchestra.

"Londonderry Air" (arr. Coleman), (Miller), (Saint-Saens).

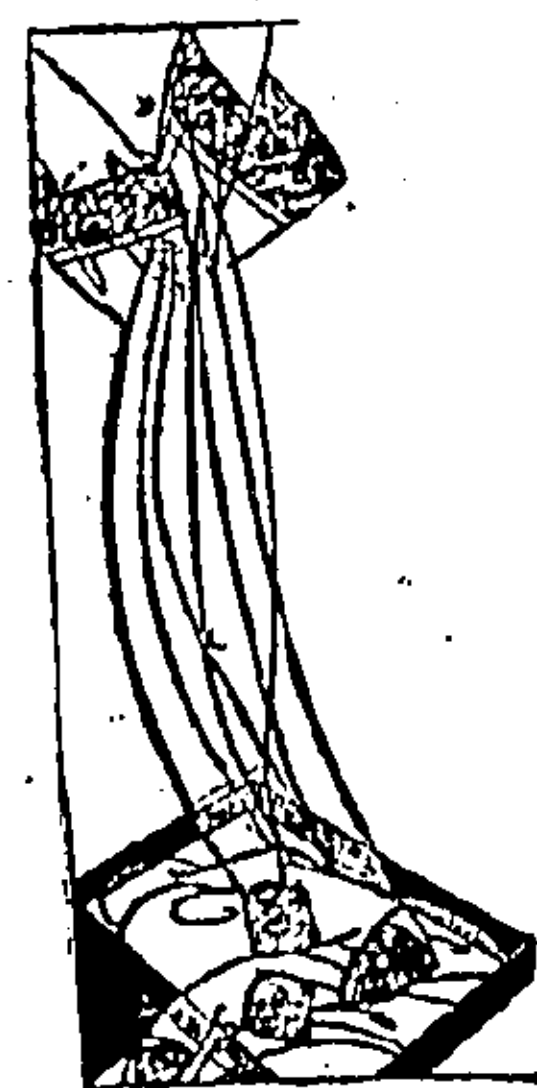
Dr. Grant (Violin), David Boy (Pianoforte), H. M. Calve (Cello).

"When I Survey the Wondrous Cross" (Miller).

"Nearer, My God, to Thee" (Byrnes), Westminster Central Hall Choir.

10.30 p.m.—Class. Hour.

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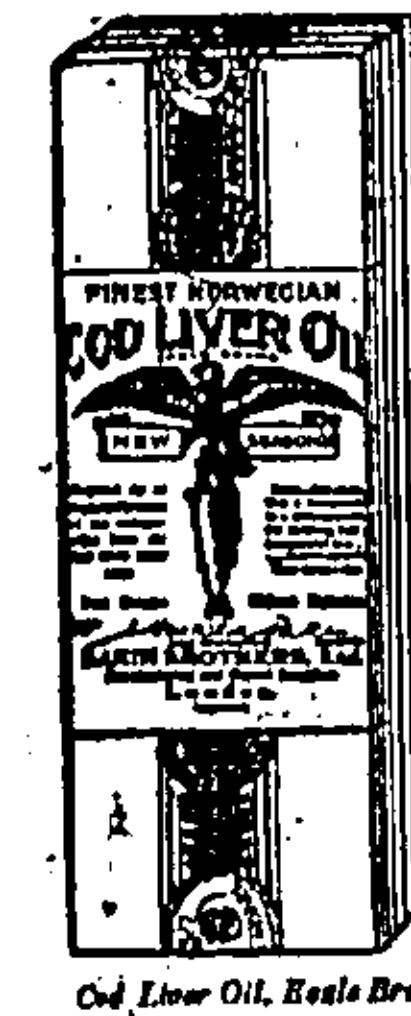
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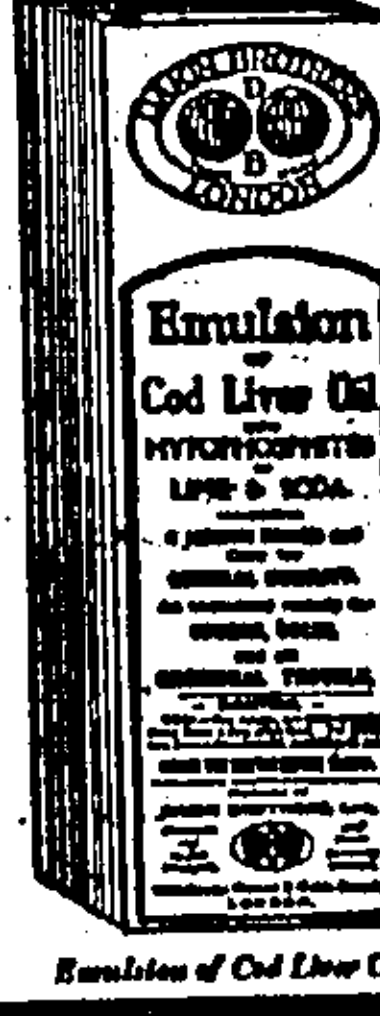
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Singapore has metaphorically raised Sir Cecil Clementi three cheers for the new Governor of the Straits. The "Singapore Free Press" says that "Malay is to be congratulated upon the choice which Government has made for a successor to Sir Hugh Clifford. When discussing the possible candidates for the post soon after Sir Hugh had, so unhappily, to leave his appointment, we suggested that Sir Cecil Clementi must, from his experience and his particular acquaintance with Chinese affairs, be regarded as particularly suited to fill the vacancy. We find no reason now to alter those views because it is plain that Chinese problems in this part of the world are going to become intensely important as China herself progresses towards her place in the ranks of modern Powers.

Most Important Aspect

It is not merely that the treatment of such matters as opium, mul tsai, etc., is becoming increasingly urgent, but with the extraordinary position of the Chinese in the Straits and Malay States equalling, if not exceeding, in numbers both the indigenous races and all the other alien races and those Chinese in themselves divided up into a local and an alien population, there must inevitably occur relations with the renaissance country of their race, which will require the greatest capacity and most intimate knowledge to harmonise. This appears to the "Free Press" likely to be by far the most important of any aspect of Malayan affairs for a good many years to come and Sir C. Clementi will bring to his post an acquaintance with the Eastern outlook which is bound to be of the greatest value.

More sympathetic over (con-Understanding cludes the "Free Press") that acquaintance is not confined to the Far East for his early associations and his educational

and service career show marked knowledge of that other great Eastern country—India, and if for this reason only he should have a sympathetic and informed understanding of relations which so nearly concern India and Malaya. In expressing satisfaction, therefore, at the choice made by the Imperial Government, Malaya can feel the fullest confidence in that choice and can rest assured that its new head will come fully qualified to lead in the paths of progress and wise statesmanship. —A neat compliment neatly expressed!

Verandah Perils

A great deal is said in the proposed amendment of the Building Ordinance about the height of buildings and the powers of the Building Authority when new buildings abut on or front a street corner, but nothing is said about the peril of verandahs. It is right and proper that verandahs should be erected—they should be made compulsory in a climate like this—but landlords and/or tenants should be obliged to ensure that they are fool-proof. There have been many cases of children falling over verandahs, not to speak of amahs when hanging out clothes—and many a home has been bereaved by the death of a child from this cause.

Take No Risks

Landlords and/or tenants should be compelled to ensure that the verandahs are fitted with railings or some other contrivance, such as wire gauge, and thus make it impossible for a child—even the most mischievous climber—to fall over and be maimed for life or be killed. On going along Nathan Road by bus, for instance, it makes one's heart almost stop to see little kiddies leaning over the verandah, oblivious of all danger of falling over. This is a matter that concerns European parents as well as Chinese. It is surely better to be sure that a verandah is fool-proof than be sorry later over a fatality that could have been averted had the landlord and/or the tenant been obliged to instal some safety device.

"Hush" Money For Trades We read many yarns of Hong Kong in the outside Press, and one of the latest is worth giving as the kind of stuff that is published outside the Colony. The "West Australian" says in a recent issue:

Secret clubs in Hong Kong, where chiefs of pirate gangs receive "hush" money from shipping interests, play an important part in the safety of shipping in the China Sea, according to Dr. J. P. de Silva, the Portuguese ship's surgeon on the motor vessel Centaur, which reached Fremantle from Singapore. He said that when pirates were operating the leaders had stations at isolated points around the Chinese coast, but during the periods when they were satisfied with the sums of money extorted by negotiation from shipping interests they made Hong Kong their headquarters. Evidently the "hush" money had proved enough for the pirate chiefs to cease operating for the past 12 months.

Fisher Folk Hired

The usual custom was for certain of the shipping interests to pay sums of money annually to the pirate chiefs. Dr. de Silva said. Membership of the Clubs was limited to the pirate chiefs and their favourites. The Chinese fisher folk, who were hired by the leaders of the pirates' organisation, were not permitted to become members of the Clubs, and when there were no attacks to be made on shipping, the fishermen followed their ordinary occupation. Death was the punishment for giving information to the authorities.

Subscription Lists

The doctor said that he was interested in a group of Singapore business men who chartered steamers, and that his co-directors paid 2,000 Hong Kong dollars (about £250) annually for every vessel which was to be immune from piratical attack. The payments were made every six months when the pirate chiefs presented their subscription lists. The yarn is further embellished by a photo of the anecdotal medico!

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SUNDAY SALLIES.

The Scotch was broadcast all right!

Was yours among the sairheids yesterday?

"Canton Losing Ground."—Has there been a landslide?

Many of the hosts at St. Andrew's Ball appeared to be in their anecdotal age.

There seems to be a brawl over the tennis-ball used in the inter-port match.

Some Hong Kong women think a lot about nothing and then say it in print, too!

It says much for the spirit of decorum that the Ball did not end in any coll-ubrations.

The naval contingent at the Ball admired the decorations better than they do some deck orations.

If the Ironsides had come to the Colony yesterday they would have mistaken the place for Dosing.

"Ray" is convinced that heat travels faster than cold because he has been catching cold often lately.

There were some "Geordies" at St. Andrew's Ball but the one and only Scots Geordie stood out among them all.

The picture of the Tay Bridge at St. Andrew's Ball did not necessarily signify that the Scots only drank that beverage.

Mr. Leo d'Almada, sen., went ten better than the famous 21 points at Friday's meeting, still, nobody knows what it's all about!

The number of Anglo-Scots playing soccer in England on St. Andrew's Day may be gauged by a glance at yesterday's results.

Mick's happier daughters went with some Scots friends to St. Andy's Ball, and yesterday morning Mick tucked them off: "You three are a nice pair! If you're going to stop here you'll have to clear out, for you didn't come home last night until this morning!"

Revised proverb—A bird in the hand usually means a bit of a flutter.

With Association football spreading at such a rate the world will soon be a perfect goal mine.

And with aviation making such progress flying will soon be all plane sailing.

According to some people at St. Andrew's Ball last night broad Scots is being narrowed down.

The annual manoeuvres have ended. "Alas," says the rich old bachelor, "womanuving" never ceases.

"Can Brown play cards?" "Well, as a matter of fact he gave up Bridge at the Club and bought a motor-car."

The new Encyclopaedia Britannica is now ready.—We are waiting for the handy waistcoat pocket edition.

The trenches in Nathan Road and Chatham Road near the Peninsula Hotel came in handy for burying the dead marines yesterday morning.

"The Storting Nobel Committee have decided not to award peace prizes for 1928 and 1929."—Some folk will be snorting about that.

There was not a guinea in the so-called big gold rush in New Guinea. That is why disappointed prospectors are seeking consolation in the Far East.

Overheard on the Ferry: Two tourists discussing the Kowloon-Canton Railway: "Why, I've seen a better toy railway laid out on the grounds of a park."

Oh to see from England, Now that Winter's there: For whoever is in England Wakes each morning with a scare Of the sleet and the slush, and the work and the mud.

And the likelihood that some sudden flood Will cause him to cling to the highest bough In England now.

"Engagement of famous swimmer."—Taking the plunge!

There is now a Siamese Cat Club.—Headquarters at Twinsort!

Forty thousand tons of cliff fell on the Norfolk Coast.—The fall of the year.

A 200-year old tree has been felled at Tooting.—By some stout fella, we suppose.

We wonder if all this talk about high heels causing aplay feet will make the young girls in this Colony toe the line?

A Congregation for conferring degrees will be held at the University on January 13.—Getting on by degrees is the University!

We think the new King of Afghanistan might have put it more tactfully when he said he had spent the best years of his life in France.

Dance gloves for men are to be fashionable again.—This at any rate should prevent the backs of our partners being bare altogether.

It is denied that an Aberdonian in search of a pot walked to Greenock as he had heard it rained "cats and dogs" as a rule there.

"Tips to Motorists" says a headline. We don't advise the said motorists, however, to attempt passing them on to the policeman who books them.

Every true insect has six legs, it is reported.—This will be startling news to more than a few husbands in Hong Kong who have always got along very well with two.

Fanling fans should be interested to learn that somebody has invented a golf ball that hums for a quarter of an hour after being driven.—But what most of the fans at Fanling need is not one that hums so much as one with springs in it and a sense of direction that goes about its work quietly.

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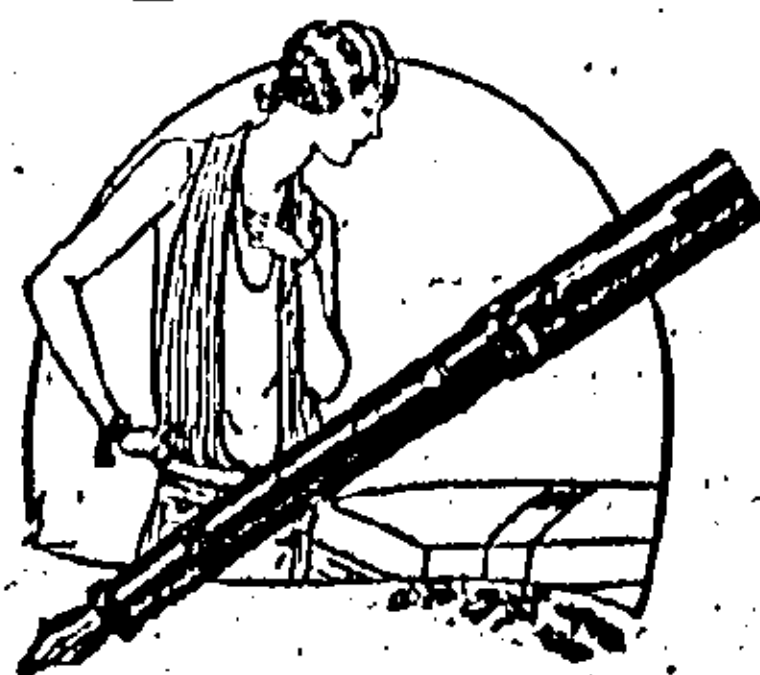
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HONG KONG, SUNDAY, DECEMBER 1, 1929.

"At The Mercy Of Tiberius"

SLAVERY is an abomination to a Briton's tongue, yet Hong Kong, in common with all the other Crown Colonies, is enslaved in the meshes of a system out of which there appears not the remotest chance of escape. It is at the mercy of Tiberius in the shape of the Crown Agents. This slave-girl of a Colony dare not squeal. She cannot protest against the tyranny of the system. She cannot alter it. She must endure and bear it with all the fortitude possible. Liberty she may sigh for and dream of, but the Colonial Office is adamant and Tiberius reigns supreme as the greatest slave driver extant in the British Empire.

Exactly twenty-five years ago the Press of Malaya, led by the "Straits Echo" exposed the iniquities of the system to which the Crown Colonies have for so long been easy prey. All the execrations and all the denunciations left Downing Street, cold — and Tiberius has continued to wield his rod of iron on the backs of the hapless Crown Colonies. In Hong Kong, no less than in Malaya, has the system of Crown Agents been the theme of many and many a vitriolic pen moved to the expression of unhappy and unpleasant words by the thought of the unfairness and the unjustness of it all!

It is futile to appeal to the local Government, for it is bound hand and foot by the red-tapeism of Downing Street that decrees that orders for the Colony must be placed through the Crown Agents. It matters not that fat commissions may be earned by the Crown Agents—fat commissions that could well be saved by this Colony and put to better uses. A high value is placed by the Imperial Government on the acumen and the shrewdness of the local administrators of the Colony in the difficult task of governing; but in the very elementary job of placing orders for materials required in carrying out the work of administration they cannot be trusted to "bang" the proverbial sixpence unless through the Crown Agents for the Colonies. It might be thought that, with their accumulated years and years of experience of buying on behalf of the Colonies, the Crown Agents could be trusted to be experts and adepts—able to buy from the right place at just the right price with no more than a reasonable amount of "tea money" for their trouble. That is a delusion. Occasions are known in the history of this Colony's dealings with the Crown Agents where the latter appeared to know nothing at all about local requirements, with the dismal result that materials have had to be returned and the original specifications fulfilled to the letter. That, of course, involved irritating delays to important public works, and, likewise, more expense to this poor slave-girl of a Colony. A protest would only bring a frown from the face of Tiberius.

If it were possible to take a detached view of the system of Crown Agents and acquiesce in their fulfilling certain orders of magnitude on behalf of this Colony, we would still have a "kick" left. Are there not numerous small orders in the course of a year that the Colony could place with local British firms? Why should the Colonial Office be permitted to "forget" that local British firms pay heavy rates and taxes to keep the Government here going? Why should the Colonial Office be allowed to "forget" that if any commission is going in regard to the execution of certain orders that commission should go into the pockets of local British firms? Cannot one drop of fat from the frying pan be permitted to drop into the plate of local British firms? Why distrust the discretion of the local Government in the placing of orders of a more or less minor nature? Cannot it buy sixpence worth of drawing pins or a shilling's worth of tin tacks on the spot from a local British firm quicker, more easily, and cheaper than sending an indent all the way home to the Crown Agents for the Colonies?

It may be ironical in the extreme to associate mercy with Tiberius, but at least this Colony ought to have some say in the precise manner in which and through whom it spends its own money. Why should it for ever be a slave to Tiberius—the Crown Agents and the Colonial Office? Cannot the fetters be at least relaxed sometimes?

RUGBY FOOTBALL

"Cornwall" Defeat Club in Thrilling Match

WEDNESDAY'S GAME

Before a large audience the Club "went down" to H.M.S. "Cornwall" by four points on Wednesday evening at Happy Valley in what was undoubtedly the finest and most thrilling match to date of the season. Nevertheless, they were somewhat unfortunate in not reversing the defeat suffered in the corresponding match last season. Two more evenly matched teams can seldom have taken the field together and brilliant "rugger" was seen throughout.

The Club opened sensationally: from the kick-off the ball was taken to the Navy 25 where a long and arduous scrum took place, due chiefly to the forwards themselves having "feet up." Eventually the Club forwards secured possession and Plummer passed directly to Koop on the right wing, who managed to run over close to the corner flag. Scott failed a difficult shot at goal. These points were added in the first two minutes of the game.

Play Evens Up
The play then became very even, neither side showing any superiority over their opponents. There was very little to pick between either set of forwards. The Navy pack appeared to be slightly heavier though the Club heeled the ball rather oftener at the start.

For the next ten minutes play was generally in the Club half, and "Cornwall" were at last rewarded with a try from Smith. This try was the result of a scrumage from which a Navy player broke loose only to be brought down within a yard of the Club line. He, however, did not lose control and was able to pass from the ground, and the try followed immediately. Boylan converted and thus gave the Navy a lead of two points.

Play remained near the half-way line for sometime, both sides attacking and defending to perfection though the passing was a trifle erratic.

Ross Unlucky
Shortly afterwards the Club carried the ball to the Navy line, and Massey came very near to scoring between the posts. The ball fell loose and was gathered by Ross who carried it across but was unlucky to be standing off-side.

A second later the Club had a golden opportunity of again taking the lead with a penalty against the Navy's scrum-half-off-side, but failed a simple kick in front of the posts.

The game continued to be exceedingly vigorous and, as time went on, more and more exciting, but no further scoring took place before the interval.

On the resumption the play remained central for several minutes. Grieve was showing an excellent pair of hands and was kicking strongly. If anything the Club three-quarters were showing slightly too great a tendency to kick instead of passing, and Ross at half was holding on too long. Soon afterwards, however, the ball was sent across the field to Lammer, who ran through for a good try after a brilliant run. Scott was unlucky not to convert with a kick taken well out to the left.

With a margin of one point in their favour it appeared as though the Club would retain their lead until the end, particularly as Morgan, the Navy's hottest forward who had been playing a great game, was obliged to leave the field after colliding with Grieve. Fortunately he was able to return after a few minutes.

Club's Free Kicks
At this stage the Club were awarded several free-kicks, two of



HONG KONG TENNIS INTERPORT

Sir,—"Douse's" letter in a morning paper of November 20 has elucidated quite a number of points which have been puzzling me regarding the whole Interport arrangements.

It seems to me that if "Douse's" allegations are correct regarding the Honorary Secretary of the Association being ignored altogether, then the question arises "Who has been running the whole affair?" To my mind, an Honorary Secretary of any Club or Association is always an ex-officio member of all Sub-Committees and is a very important person who should be consulted on all matters in connection with any affair—if for no other purpose than as a liaison officer between other members of the Committee. Is it not the usual custom for the Sub-Committee of any function to decide on what is to be done and recommend to the General Committee, or if they are empowered, to proceed without referring to the General Committee, to notify the Honorary Secretary to carry out their wishes?

Then, again, on the subject of balls, I have read comments here and there in the papers about Shanghai blaming the balls and I have inwardly said "what poor sports" the Shanghai players must have been, but now that "Douse" states definitely that Shanghai expressed a wish for another make of ball, I do not think it is a matter of courtesy alone, but DUTY BOUND to give in to our visitors and it is no wonder that I have noticed so much grumbling during the matches. What objections, if any, are there against Shanghai's

which were very difficult though possible conversions. All of these were given against the Navy's scrum-half, who repeatedly put the ball in awkwardly, doubtless being under the impression that he would eventually "get away" with it if he persisted. He was disappointed and expensive.

Six minutes before the end Boylan intercepted from a pass from Ross and scored wide of the posts. Morgan converted with an excellent kick. These were the last points added though the excitement during the remainder of the game was as intense as ever.

Result
"Cornwall" . . . 10 points (2 goals)
Club 6 points (2 tries)

It would avail nothing to single out individual players as worthy of special praise as both teams to a man were on the top of their form.

It is to be hoped that the Club and "Cornwall" will have a second encounter in the near future.

Several Queries
As a matter of general interest, several queries were afterwards raised, justifiably, to the legitimacy of the "Cornwall's" first try. The ball, as previously stated, was passed from the ground after the player had been brought down in possession. In the season 1928/1929 the Rugby Union issued the following amendment to Law 16:—

"If a player be brought down or 'collared' by the legs or ankles, and fall with his arms clear, he may pass the ball, even though it has touched the ground, or put it over the goal line and score a try if brought down just outside. If, however, he fall with the ball underneath him, he must be considered to have been 'tackled', as there is a perceptible moment during which he can neither pass nor play it."

"STYX."

HONG KONG FAIRY STORIES

Tsimshatsui is to be renamed St. Andrews.

The K.R.A. is raising a subscription to replace the saxophone reported stolen from a Kowloon resident.

There was so much gold in New Guinea that some people had to come to Hong Kong to get away from it.

The sound of revelry at St. Andrew's Ball was so great that the New Territories' tiger turned tail and escaped to Chinese territory.

All those attending the Race Meeting at Fanling last Sunday were highly delighted with the excellent and plentiful accommodation on the special train whereby all passengers obtained a two seat space for themselves.

The residents of a well-known Kowloon thoroughfare were really responsible for the disappearance of a saxophone from the neighbourhood. It was at their instigation that it was spirited away. Now, with a view to making their avenue a really peaceful one, the residents are turning their attention to the cats.

Three of those wounded in the General Hospital yesterday have died of their wounds.

"Eve," the ladies' Mecca for dresses, is now situated in new premises at Gordon's Shoe Store, on the mezzanine floor of Kayamally Building.

LETTERS TO THE EDITOR

suggested ball? "Douse" says it is a make that has been and is still used locally. If so, I think a full explanation is due to the public.

There are a hundred and one other incidents which occurred during the Interport matches, on which the public would like to be enlightened and which all tennis followers have noticed, but I will leave them for an abler pen than mine.

Three cheers for "DEUCE".

Yours, etc.

"VANTAGE-HONGKONG."

Hong Kong November 30.

UNDESIRABLE PUBLICATIONS

Sir,—Allow me to draw, through your kindness, the attention of those who have the education of Chinese youths in Hong Kong at heart to the evil influence of the Chinese Siao Pao or "Mosquito" papers.

A few years ago, the "China Star" was started. It was the forerunner of as many as 63 kindred papers. Fortunately, many of them were short-lived, only 16 now being in existence. All these mosquito papers have for their material the private lives of these whose conduct falls far below the mention in polite society. "Street angels," "cave parasites," etc. are drawn with wonderful vividness. The language, too, is admirable, being both direct and clear. What adds force to this style of writing is the constant use of colloquialism, slang, and vulgarism. And, the way of presentation is either satirical or cynical. Their humour—if we condescend to call it—is always morbid, seldom healthy.

Such material written in such a style and presented in such a way can only serve to corrupt the morals of those who read them, particularly students whose ethical character is in the process of formation. From the "Spectator" and the "Tatler," these mosquito papers are different. The former is a light form of literature with a sympathetic outlook upon life as well as the will to teach and the wish to entertain; while the latter is simply the propaganda of evil calculating to excite the interest of youth with the charm of vulgarity. Considering the evil influence of these mosquito papers, it would be a blessing upon the rising generation of Chinese citizens of Hong Kong, should the Director of Education see his way to influence these head masters and head mistresses of colleges and schools, both Government and private, to try their best to stop the reading of mosquito papers by students either at home or in schools.

Yours, etc.

"MORALIST."

Hong Kong, November 30.

TAIPO TOPICS

(From the United Press Special Staff Correspondent at the Front.)

1. Is the mosquito a fish? This question was raised at a meeting of the Taipo Urban District Council when it was reported that a resident of Shum Chun had broken by-laws by fishing for Mosquito with a trawl net. He wrote: "I merely trawl for Mosquito to amuse my children, and with luck, get a few for their tea. Mosquitoes are not fish, but crustaceans. This can be proved by referring to any book on natural history." It is stated in an Act of 1888 that Sea fish included "lobsters, crabs, mosquitoes, shrimps, prawns, oysters, mussels, cockles and other kinds of crustaceans and shell fish."

2. The Burgoonmaster next informed the meeting that he had instructed the First Commissioner of Works to prepare plans for the construction of a bridge in order that he could get his horse across the Railway without trespassing on it.

3. On the initiative of the Zoological Institute of the University of Taipo, an experimental station for the study of the migration of mosquitoes has been organised. Nets and traps will be set to catch mosquitoes at regular intervals of ten kilometres in all sorts of country. The captured mosquitoes will be ringed and then released. Any person capturing a mosquito with a ring should report the number stamped on the ring and the time and place of the mosquito's capture to the Ornithological station at Taipo, or to the Observatory itself at Kowloon. It is hoped that in this way valuable data will be collected as to the migration routes of mosquitoes and the places where they winter.

4. The "Kau Sing" now being in dock with half a side out the most sympathetic consideration was being given to the project of installing an outrigger on each quarter, on which to ship a couple of Eriminutides thus making her triple screw.

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Hongkong Sunday Herald

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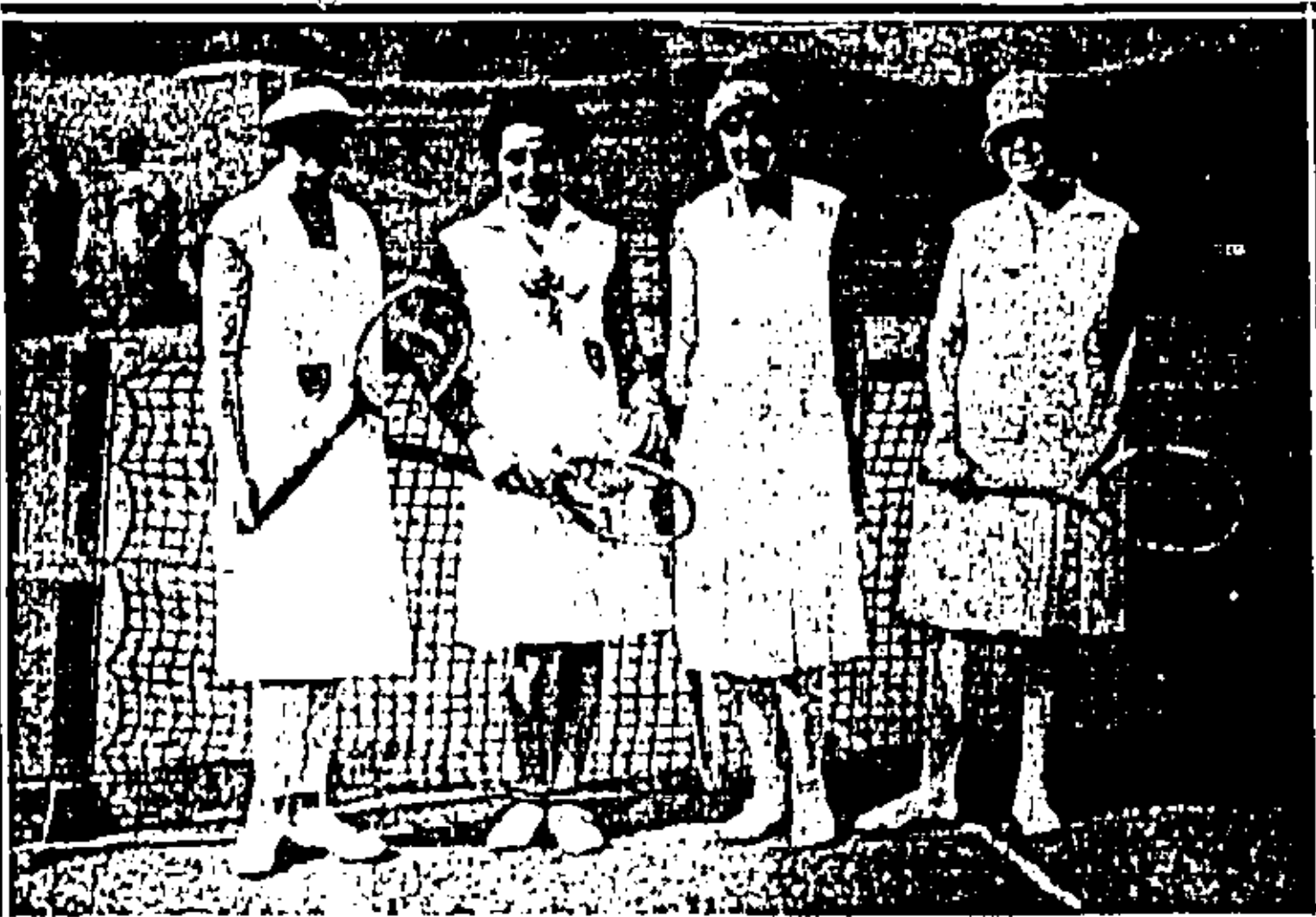
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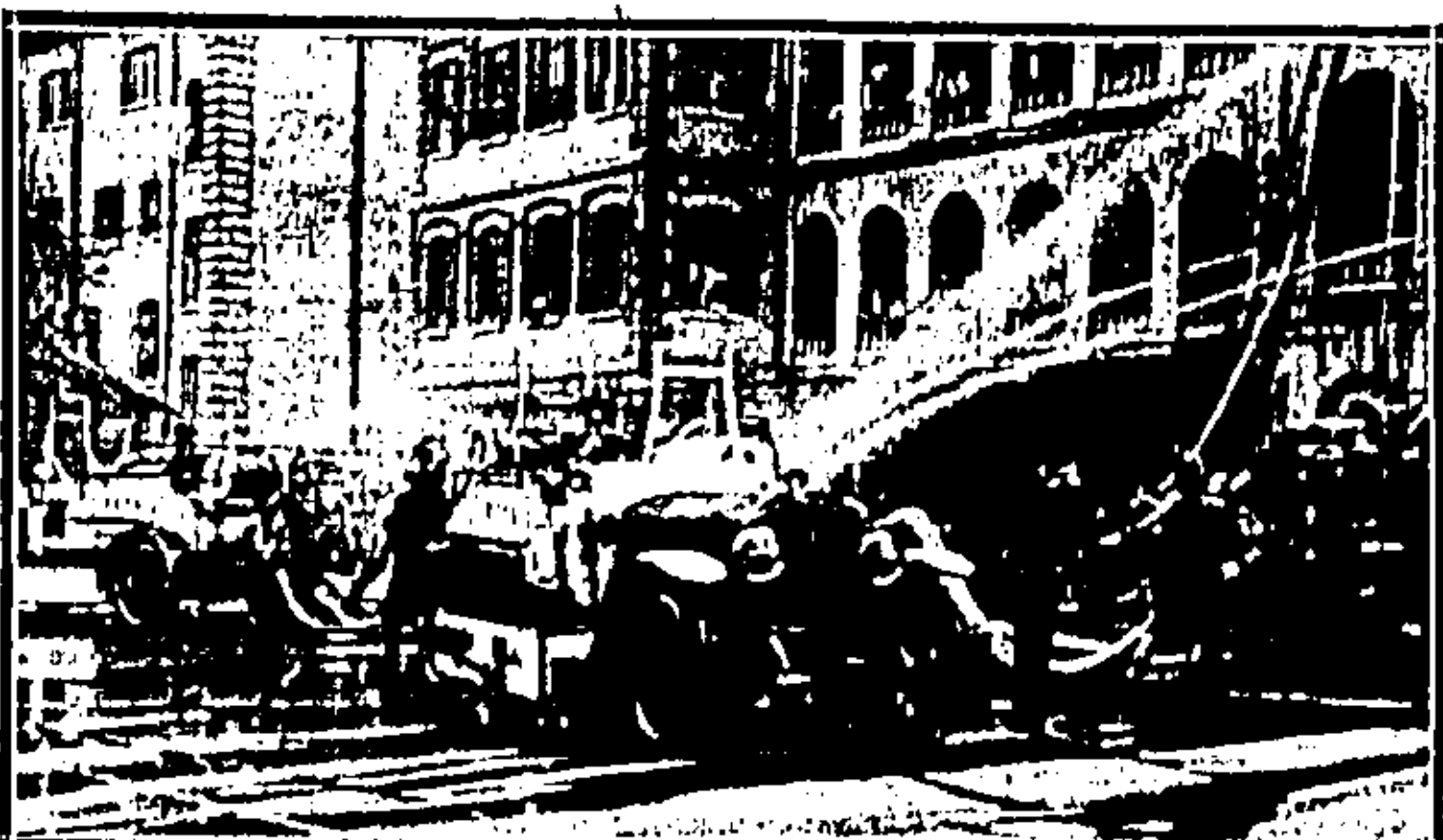
INTERPORT TENNIS. — Miss Crawford (Shanghai) and Mrs. Tottenham (Hong Kong), wearing cap, the victor in the ladies' singles match, between the ladies. — (Alfred Lock & Co.)



MR. GORDON LUM. — Shanghai's No. 1 on the men's side in the interport tennis against Hong Kong. — (Alfred Lock & Co.)



LADIES' DOUBLES. — From left, Mrs. Stafford Smith and Miss Collaco (Shanghai), Mrs. Miles and Mrs. James (Hong Kong), the latter pair winning in three sets after an exciting match in the Interport tennis. — (K. Fujiyama).



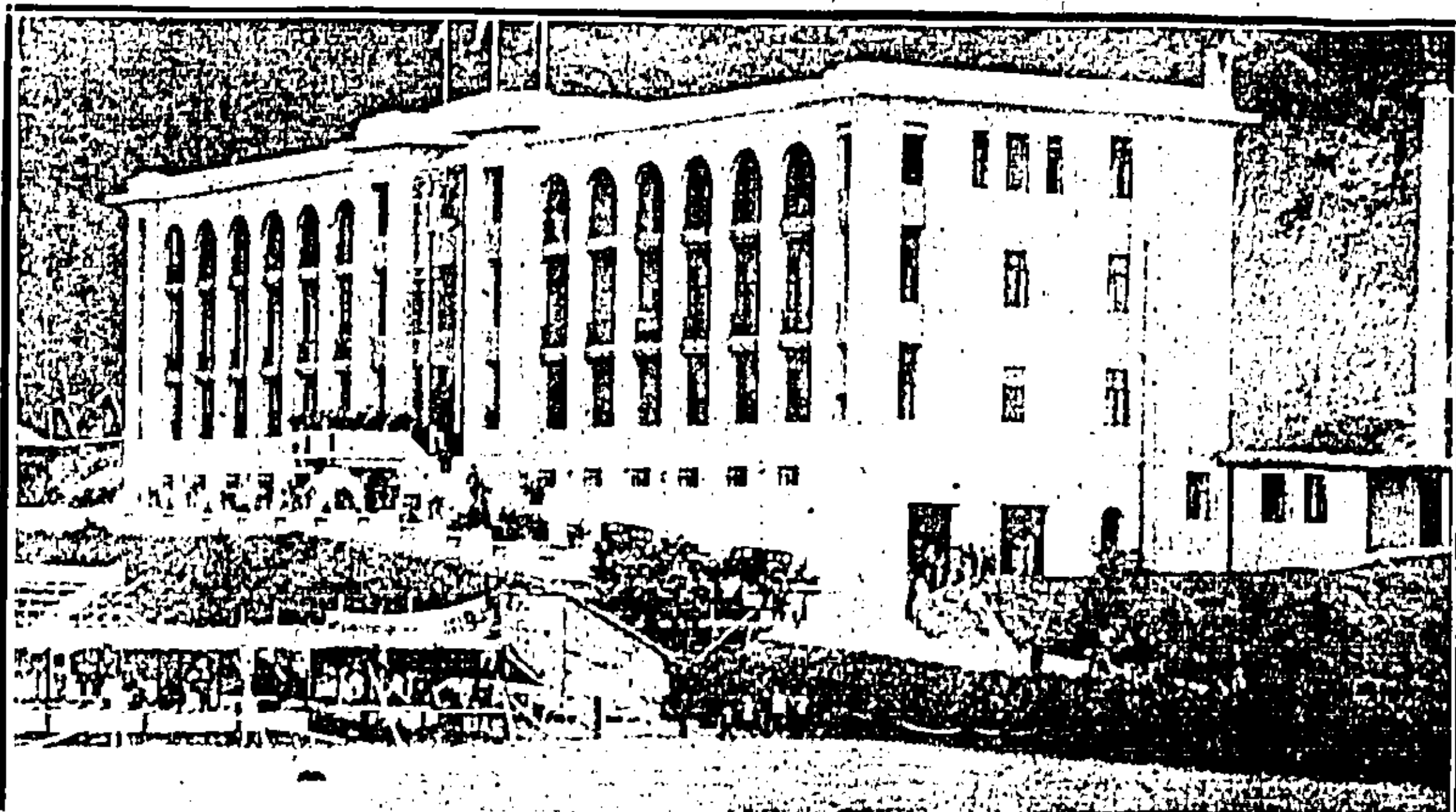
REALISTIC PRACTICE. — Hong Kong's firemen taking part in their annual display at Police Headquarters compound on November 27. The hoses are shown being directed on to the old barracks. — (Alfred Lock & Co.)



ATTEMPT TO ASSASSINATE PRINCE UMBERTO. — On the day that the betrothal of Prince Umberto of Italy and Princess Marie Jose of Belgium was officially announced in Brussels, an Italian fired a revolver at the Prince but, fortunately, the shot went wide and the assailant overpowered by the police. At left, the Prince's arrival; he was met by the King of the



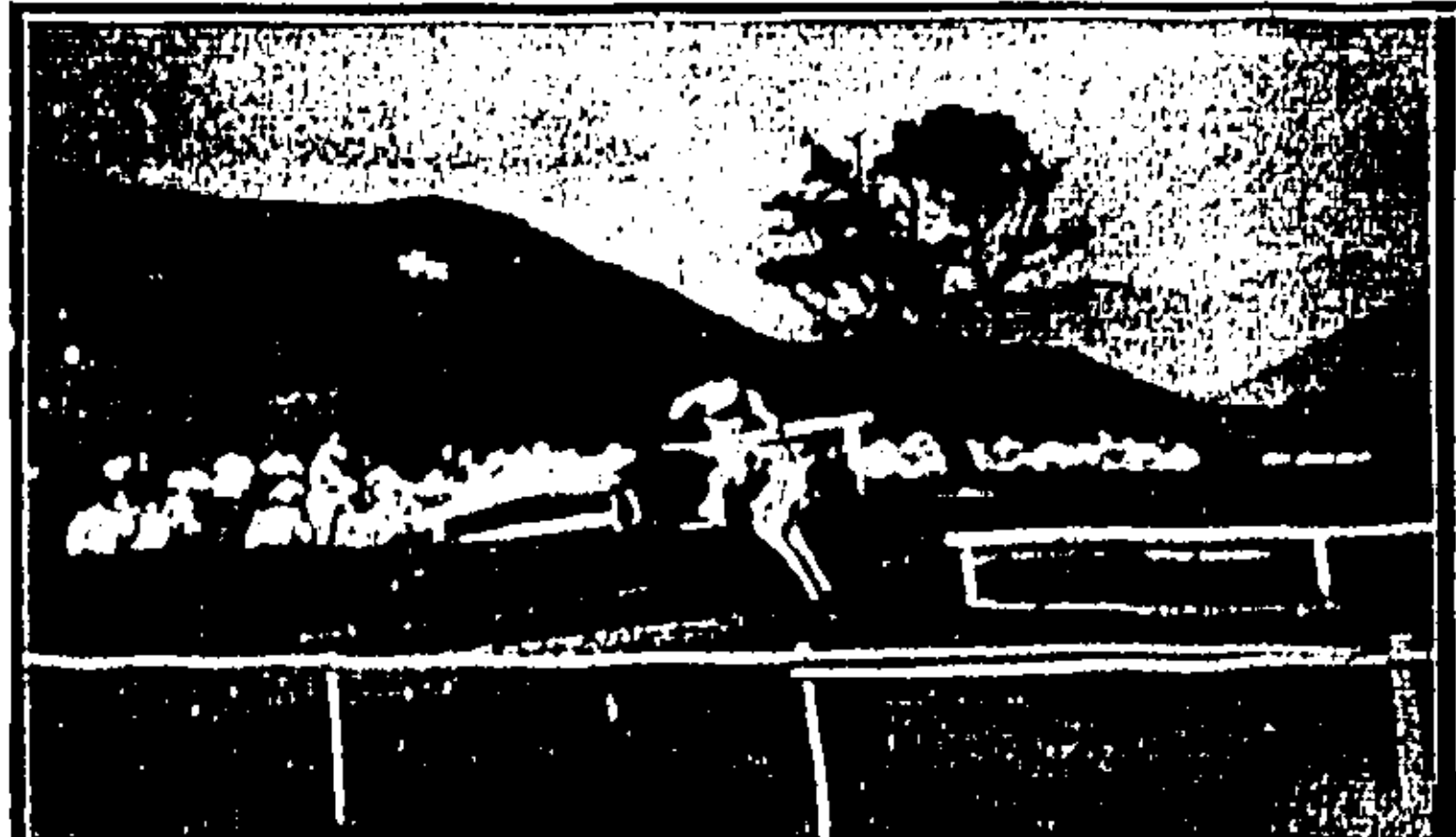
OFFICIAL OPENING OF TUNG WAH EASTERN HOSPITAL. — H.E. the Governor (Sir Cecil Clementi, K.C.M.G.), in centre, chatting with the Hon. Sir Shou-son Chow, the senior Chinese member of the Legislative Council during an inspection of the new building. Government doctors and officials are in the group and Lady Clementi is on the right. Note the Chinese nurse on left. — (Alfred Lock & Co.)



WHAT THE HOSPITAL LOOKS LIKE. — The Tung Wah Eastern Hospital, at Sookmoo — an exterior view. It is under the auspices of the Tung Wah Hospital, whose fame for charity among Chinese is known in several continents. Several lakhs of dollars have been subscribed but more funds are needed. — (Alfred Lock & Co.)



FANLING STEEPLECHASES. — Mr. W. T. Stanton leading on his pony, Montana in the Castle Peak Handicap, which he won, at Kwant last Sunday. Photo shows the field taking the jump beyond the winning post going round the first time. — (K. Fujiyama).



AUTUMN SERVICES PLATE. — Dr. J. Durran, riding his own skewbald pony, Mowgli, hero of many a jump and flat race, is shown leading at the Fanling Steeplechases and taking one of the fences in fine style. On right, the successful owner-rider is seen being led back to the enclosure. — (K. Fujiyama).



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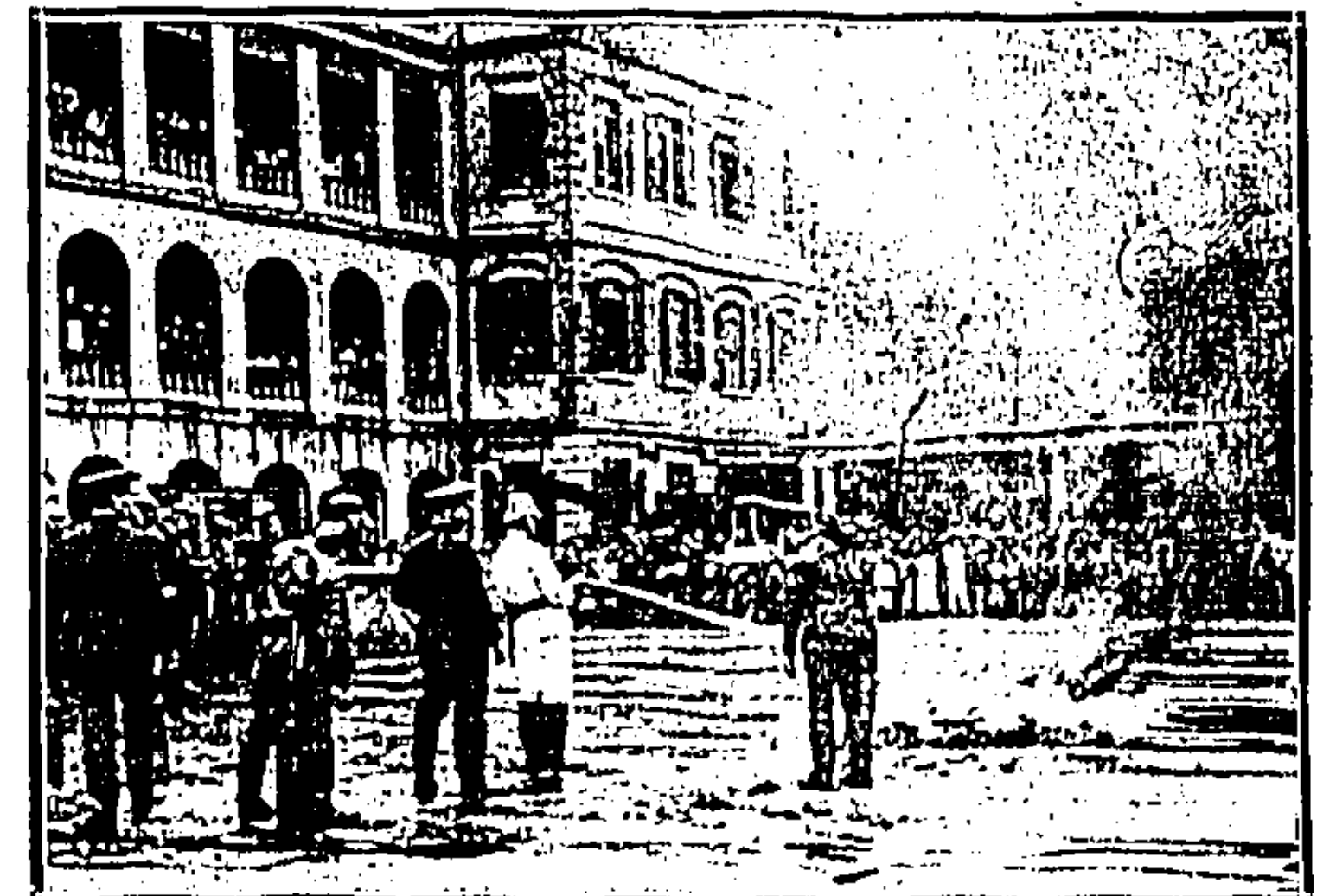
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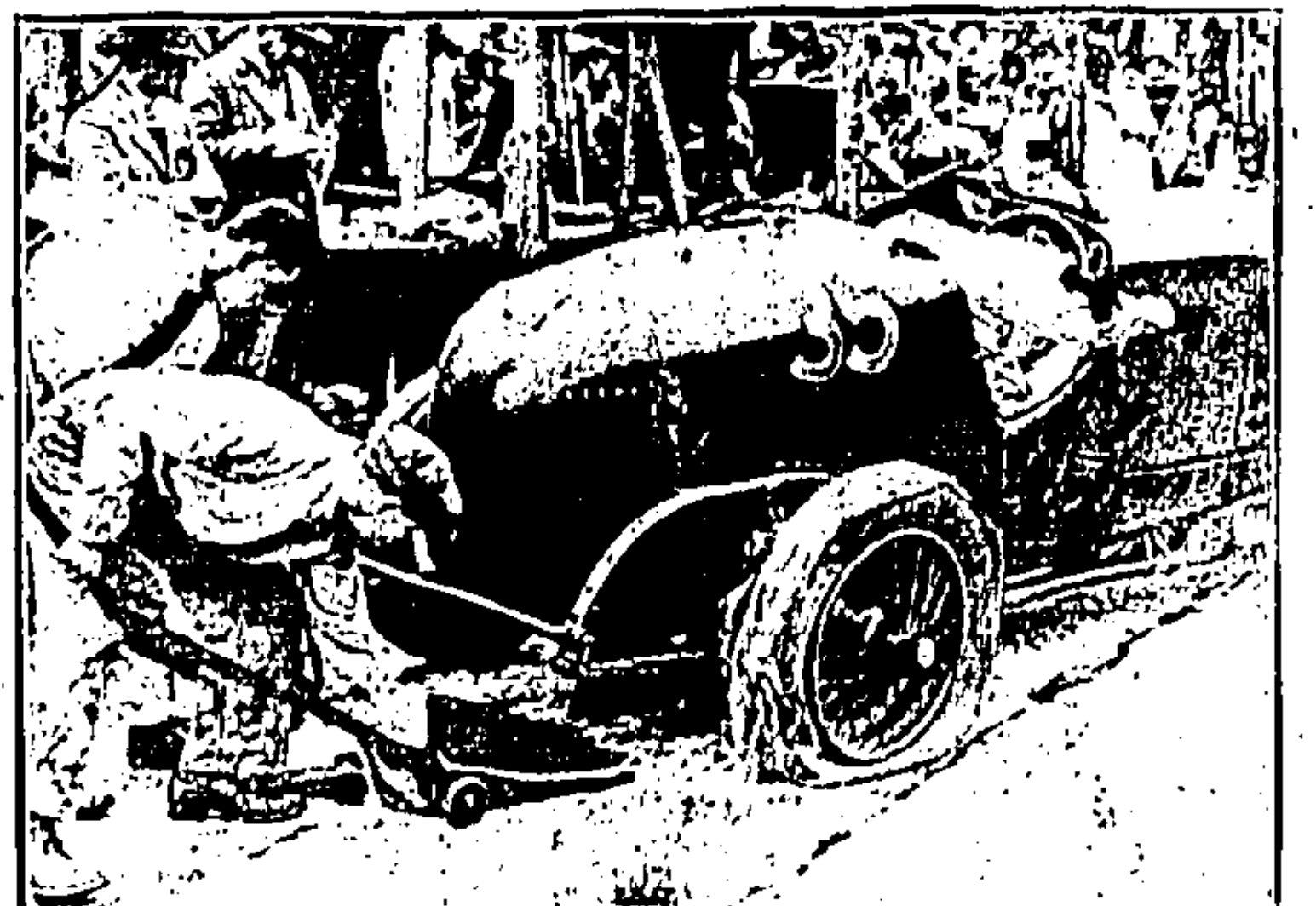
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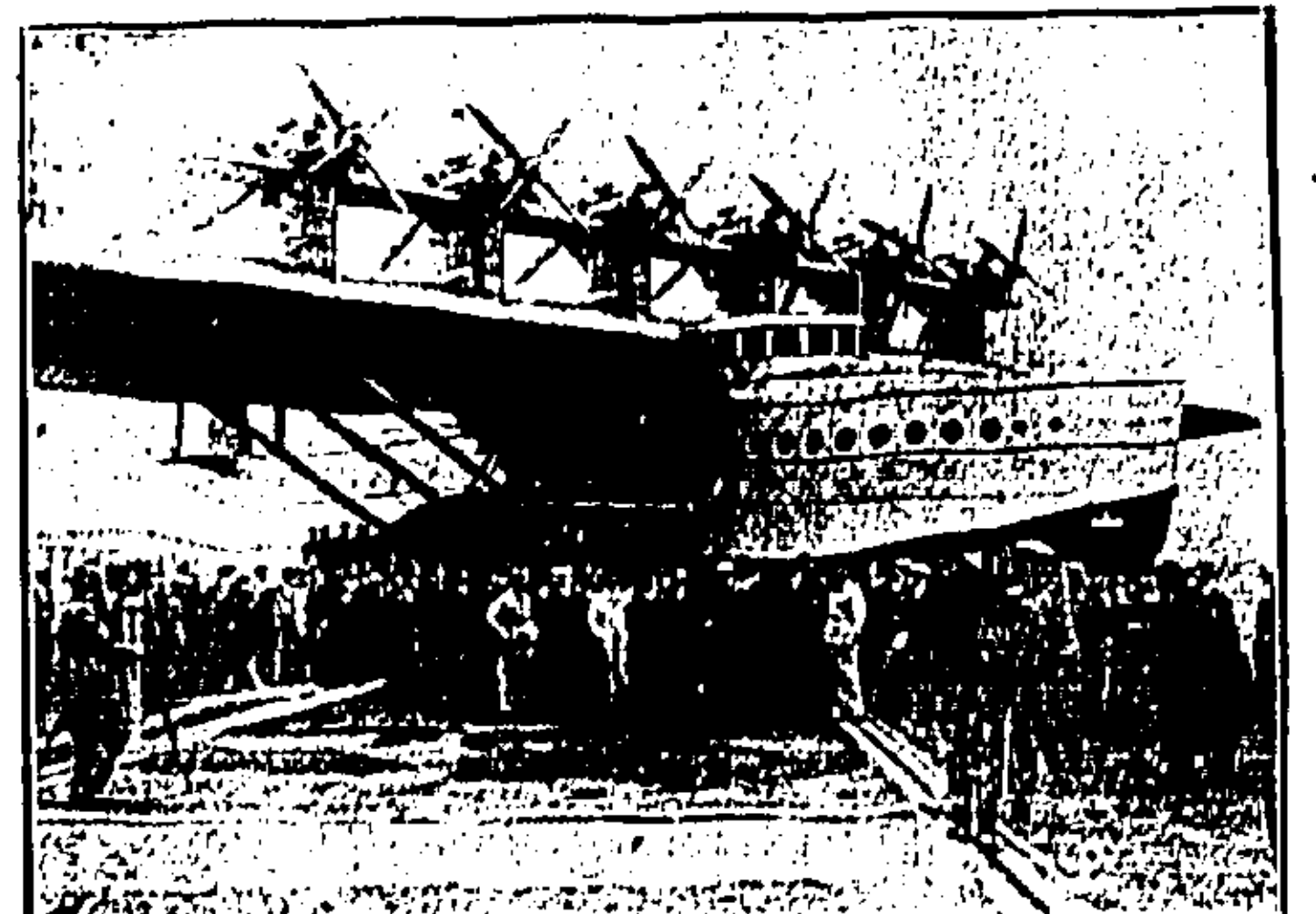
BORNEMANN & CO.,
French Bank Building, HONG KONG. 4, Ching Yuen Miao, West Bund, CANTON.



EXTINGUISHING A PETROL BLAZE. — One of the drills gone through by the Fire Brigade during the display in the compound of Police Headquarters. There was a very smart turn-out and competition was of the keenest. Mr. H. T. Brooks (Superintendent) is in centre and an officer in white is working a hand extinguisher. — (A. Fong).



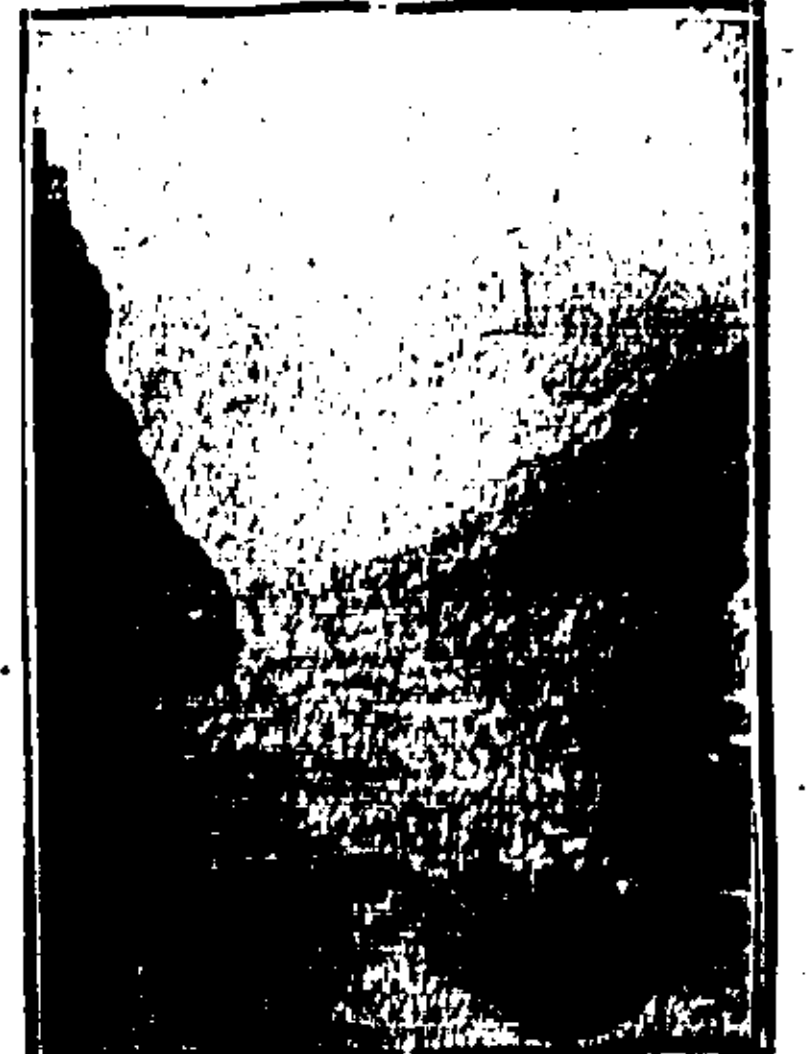
THRILLS AT BROOKLANDS. — Mr. Woolf Barnato's Bentley (6,000 c.c.) racing car having its wheel changed after the cover had been practically torn off in strenuous going. — (Sport and General).



GERMAN FLYING BOAT "DOX." — With 160 passengers and crew on board making a trial flight on Lake Constance. This flight established a world's record for passenger carrying in any kind of aircraft. The crew and passengers are seen here together before the flight. — (Sport and General).



"DOX" SEAPLANE. — Dr. Dornier, designer of the craft shown above which established a



YANGTZE GORGES. — A scene along the upper course of China's

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The Woman's Page



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Parisian Mode



Here is an entrancing Parisian negligee of pink satin chiffon enriched by sheer lace trimmings.

MAYFAIR MODES

More About The New Silhouette

Faint, very faint, rumours were heard a short time ago to the effect that no longer need women try so hard to maintain the slim silhouette. Who was responsible for these rumours, we do not know; certainly the great dress-designers were not. The newest models show perfectly plainly that the woman who is not of sylph-like proportions simply does not exist for them.

The new evening gowns are ultra-plumpness in style, moulding the figure from bust to knee, thence flaring out into petals and flounces. How could such a gown look well on a woman who has lost the will to be slim? If you look at an old photograph album of the time when the princess line was last in vogue, you will understand. The curves and lines do not seem good to the modern eyes, do they? Our present princess line is straight, slender as

The Long And The Short Of It



Here are both sides of the question. The latest fashion skirmish between the conservative and the radical exponents of dress to determine the supremacy of the long or the short skirt, seems warm. Here is Miss Gertrude Sheffield, who refuses to accept the mandates of Paris Fashion and still clings to the abbreviated skirt while her two companions attract considerable attention in the "latest from Paris."

a wand, with scarcely a curve at all.

How It Is Done

As we have said before, this perfection of slenderness is only acquired by regular and not too rigid exercises and really good corsets—not the old-fashioned casing of bones and buckles, but slim things, perfectly cut and fitted. We know there is one corsetiere who makes a corset which moulds a quite stodge figure into a thing of beauty without the aid of a single whalebone, and for a not too heart-breaking fee. In any case, good corsets are always worth the money they cost, and should be treated with respect. No Frenchwoman would think of always wearing one belt; there is one for the morning, in which to work; one for sports; a model for wear under the tailor-made; and one for the dance frock.

THE VINAIGRETTE

Another old-fashioned ornament is returning to modern favour. This is the vinaigrette, the perforated silver ball in which our grandmothers carried a sponge soaked in aromatic vinegar as a restorative from the fashionable swoon.

Gay Colourings



This year's sports attire is remarkably gay in colourings, judging by this effectively striped heavy ribbed knit jumper with smart helmet cap to match. "Dorville."

collar and cuffs to match the panels.

The present fashion for coats on frocks of all sorts is ideal for economy. The very cheap short length of brocade is just too little for a coat, but the other piece of plain silk which tones with it, and it is too small for a complete dress, will save the situation. The plain silk will make the full front of the dress, and the back from the waist down. Any material will do for the top of the back, as it will be under the coat. This will leave enough of the plain silk to make a deep band to lengthen the coat, and wide cuffs to extend the sleeves. Very often it will be found that the smartest detail would never have been introduced into the garment if the exigencies of the material had not forced the idea, as the only solution.

SHOELESS DANCING

At a fashionable London restaurant people were amused by a young woman, dressed in a very long gown, cut on medieval lines, dancing without shoes. She had apparently found them tight and removed them for comfort's sake. But the call of an enchanting waltz was too much for her to resist, and so she took the floor regardless of any foot covering. The crowd admired her pluck, particularly as the floor was crowded with dancers.

Society Belle



"Treated like a princess" by Soviet officials after her baggage and money were stolen, Mary Van Rensselaer Cogswell, a New York society girl, speaks with very high praise for Russia.

Art Of India On Display



Miss Emma Cuddihy of Chicago (left), and Miss Emma Marshall, who displayed the finest examples of Hindu costumes and rare Indian jewellery at the India Arts Tea, at Sherry's in New York. The jewellery worn by the Misses Cuddihy and Marshall in this picture is valued at \$20,000.

FEMININE HOUSE FROCKS

Alice Joyce, the film actress, writes:

I love firm, soft silks, chiffons, and comfortable, restful clothes and colours. I am not in the least athletic like, so many of the Hollywood film stars, and I only care for sports clothes because they give such a maximum of comfort together with such beauty of line, colour and material. The modern idea of a sports suit is certainly adequate for outdoor wear in fine weather in country or by sea, but my real preference lies in very feminine house frocks. Sports clothes do not suit every girl's personality, and the modern house frock, with its perfect cut, its simplicity and beauty of material has reached its peak of perfection in my opinion.

In the very feminine frock, there is such scope for the woman with ideas. She need not wear a dress that is so fashionable that it becomes almost a regulation pattern. She should employ all her ingenuity to evolve a gown that suits her personality, her complexion, and her home environment. The woman who dresses cleverly will find that she may deviate from fashion on occasions if she keeps her wardrobe within those elusive bounds of charm and absolute good taste.

ONE-PIECE FROCK

Whether it be of silk, velvet or wool, this phase in fashion is more emphasised—largely, no doubt, because it gives us this new variety for the day-time mode, and is a distinct "break-away" from the jumper-suit or blouse and skirt fashion, added to which, the waist-line, elaborate shapings, seams and godets are more formal—even though the dress itself be simple. It, therefore, solves the distinction from real sporting modes.

ELEPHANT HAIR CURLS

Who would have thought that the elephant would step in and play his part in fashion? But one of the latest hat trimmings is elephant hair "feather" which is put on the hats in such a way that it brushes the cheek in the most realistic looking dark curls. They say that blondes prefer these hats as they effect a change of personality.

Paris Fashion



This is a fashion hint which comes from the stylists of Paris. It is a beige and brown tweed two-piece suit with a white satin V-necked overblouse. The coat has a throw-back collar while the skirt contains the very slender lines. The hat is of braided felt trimmed with a bone ornament.

A PITFALL

The Frenchwoman manages to avoid the fatal pitfall of looking over-dressed which the rich British woman so often falls into. Attention is called to it now because there is a very great lure in this more feminine aspect of modern dress—also it is now correct for real afternoon frocks to be worn.

A close study of models at the various dress displays does not always solve the out-of-door dressing. Wavy skirt-hems, panels, and flounces can never look well in the street or on ordinary occasions, however lovely they may be. The Frenchwoman seems to wear a simpler crepe or silk frock that looks right at a lunch or tea—and over it is worn a luxurious big coat with furs to correspond.

WAISTBANDS AGAIN

One of the most noticeable things about this winter's new fashion of tucked-in blouses is that everyone is buying waistbands again.

All the Paris shops have great displays of them, and every sort, from the plain leather strap, which looks extremely smart and is very much worn, to the most gorgeous affair of gold or silver galon is to be seen.

Another terrific craze is for the new huge wooden bracelets, and these, although their vivid colours are very attractive, are so large as to be almost impossible to wear without a certain amount of discomfort.

They have one advantage, though, which is that they are light.

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TAILORED SUITS

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ROUND THE GLOBE IN PICTURES

Public School



The unveiling ceremony of the tablet presented to the Public School for Chinese by its Alumni Association on the occasion of the 25th anniversary of the founding of the school. Mr. Jabin Hsu, on behalf of the Alumni Association, made the presentation to Mr. G. S. Foster Kemp, who received it on behalf of the school. Photograph shows the tablet fixed overhead.—(Ah Fong).

Roosevelt's Son



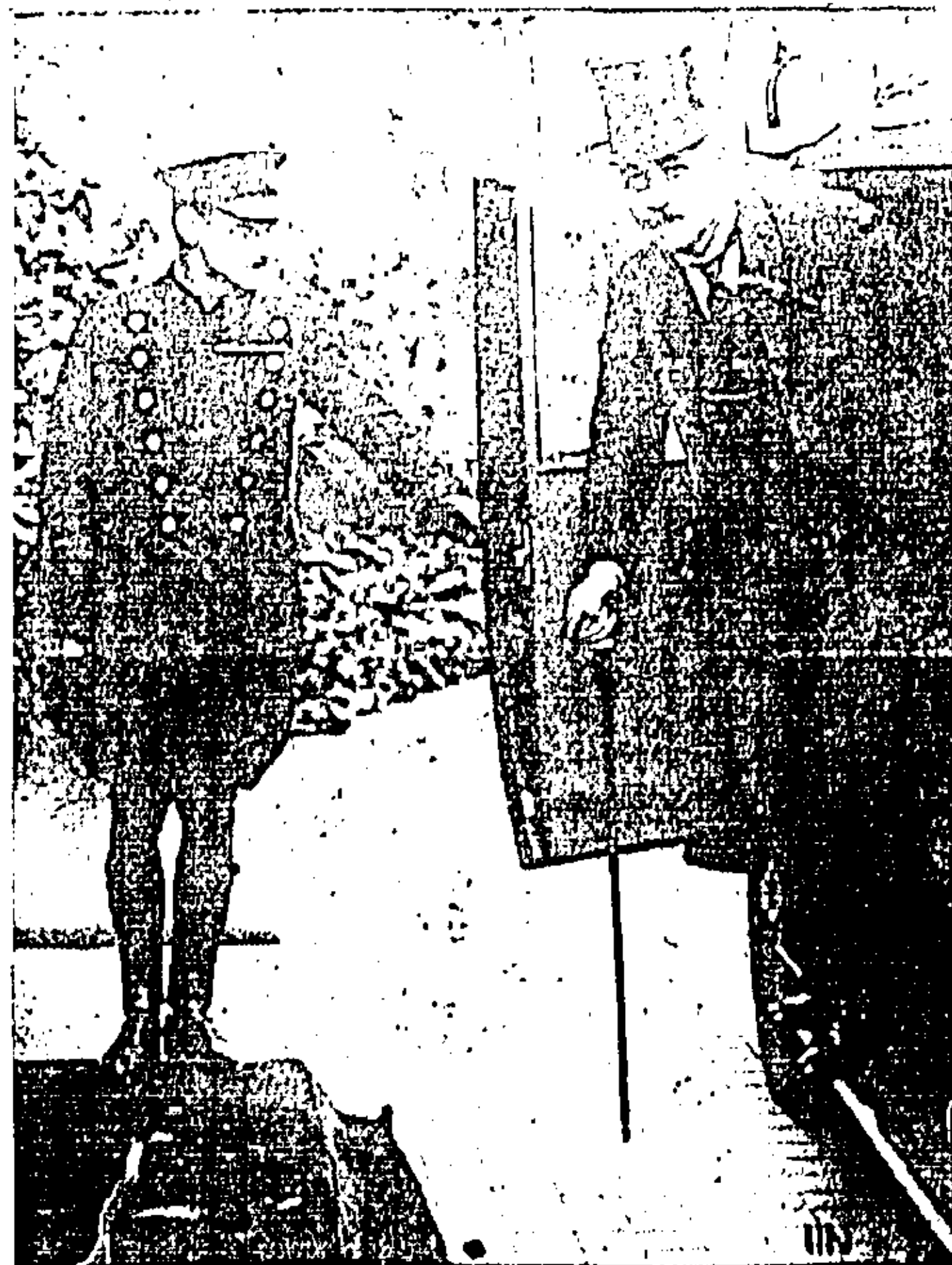
Here is one of the first pictures to be received showing Theodore Roosevelt, Jun., newly appointed Governor-General of Porto Rico, taking the oath of office. His expression is reminiscent of his famous father.

Public School Twenty-fifth Anniversary



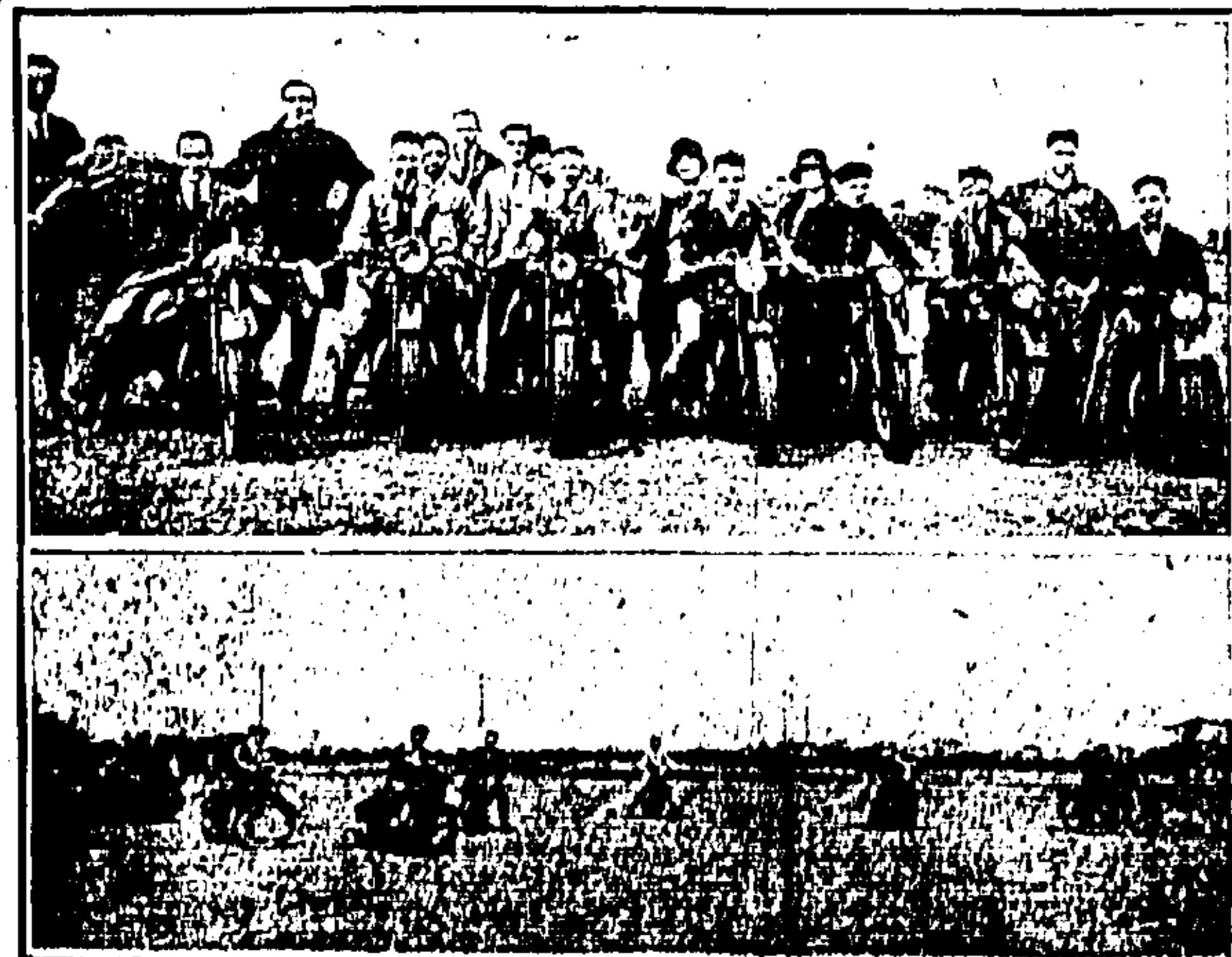
Twenty-fifth anniversary of the founding of the Public School for Chinese, Shanghai, when members of the school's Alumni Association held a banquet at the Y.P.S. Hotel. Mr. Jabin Hsu, President of the Alumni Association, presided. Among the guests present were Mr. and Mrs. Foster Kemp, Mr. L. G. Healey, Mr. T. G. Baillie, Mr. T. W. Kwok, Mr. J. Moffat and many others.—(Ah Fong).

Ramsay MacDonald In U.S.A.



Premier Ramsay MacDonald of Great Britain arriving at the British Legation for a luncheon held in his honour. Only the most notable diplomats in Washington were present.

Motor Cyclists' Gymkhana



Members of the China Associated Motor cyclists' organization seen in active preparation for their gymkhana at the Canjilrome. Lower photo shows a motor cycle football match.

Cuban Nightingale



Emma Otero, the "Cuban Nightingale," is seen here in company (standing, left to right) with Frank La Forge, pianist; Arthur Lora, flute, and Ambassador Orestes Ferrara, personal representative of the President of Cuba.

"Frivolities Of 1930"



Some of the artists in the show of that name, staged by U.S. Marines at the Peacock-Orient Theatre, Shanghai. Left to right: H. Shanker, H. Lahr, J. A. Inferrera, A. Vignati and H. Dyer.—(Chung Hwa Studio).

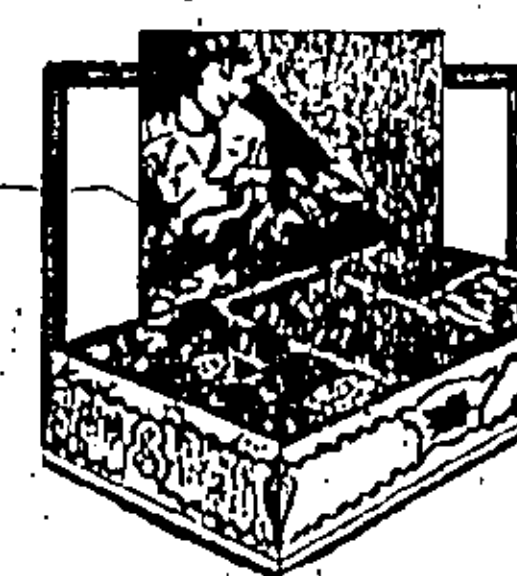


Phthisis

Is usually the result of a common cold, which weakens the delicate lung tissues and thus enables tuberculosis-germs to settle and spread.

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Brush your teeth regularly. But don't forget that teeth are only as healthy as the gums. So brush gums vigorously, morning and night, with the dentifrice made for the purpose, Forhan's for the Gums. It helps to keep them firm and sound.

After you have used Forhan's for a few days you'll notice a vast improvement in the way your gums look and feel—firmer, sounder—thus strong enough to resist disease. Also you'll find that Forhan's cleans teeth and helps to protect them from decay.

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Forhan's for the gums

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CHRISTMAS PUDDINGS
CHRISTMAS CAKES
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By George Studdy



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THE LARGEST COLLECTION OF TOYS EVER SEEN
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BRING THE LITTLE ONES TO SEE THE TOYS.

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FOR
CHRISTMAS

WHITEAWAY LAIDLAW & CO., LIMITED.

AT THE RACES

(Continued from Page 1.)

Mr. Grieve, on Zanjib, obtained the initial advantage from the other two front-runners, Blue Sky and Big Ben, although he did not draw the rails berth. The four ponies beginning from the 50 yards' mark were soon spread out. Of the three on the 25 yards' line, Mr. Belth, the Ewo tai-pun riding in the John Peel colours of dark blue, silver braid, showed out prominently and made up considerable leeway after covering two furlongs.

There Mr. Belth encountered stout opposition from Mr. Oliphant, on Pink Ticket, who stuck to the rails. Meantime, Mr. Gordon (on Blue Sky) was the first of the 75 yards vanguard to recede.

Approaching the Black Rock, Mr. Heard was seen to sweep through the field, followed by Mr. Frost, who had been content to go slow to begin with (as he was riding with a hurt shoulder).

Big Ben was passed and only Zanjib remained in front of the two "crack" jockeys, Mr. Heard and Mr. Frost, at the last ¼ mile post. These two led into the straight. At the distance post, Mr. Heard had won. He rode up the straight holding, what time Mr. Frost did he could but to no effect. Zanjib ran on to get third. Mr. Butler, on King's Parade, had ridden well to be fourth, with Mr. Belth fifth on Nurgat. Then several ponies passed the post in the bunch and James Pigg was last.

2.—Glasgow Handicap: "A" Class: Six Furlongs—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100. Eve's Boxing Eve 171 lbs. (Mr. Charles) 1
Dynasty's Young Pretender 151 lbs. (Mr. Bulteel) 2
H. S. Chan's Chesapeake Bay 161 lbs. (Mr. Harriman) 3
Ho Kom-tong's Campbell 144 lbs. (Mr. Arnold) 4
Dynasty's King's Counsel 155 lbs. (Mr. da Roza) 0
Yam Man's Our Prince 142 lbs. (Mr. Loo) 0

¾ length, a neck.
Time: 1 min. 29.2/5 secs.
Pari-mutuel, winner \$8.60; places, 1st \$5.80; 2nd \$3.70; 3rd \$6.30.

Winner Places
Boxing Eve 690 672
Chesapeake Bay 343 398
King's Counsel 153 313
Our Prince 66 150
Young Pretender 59 143
Campbell 10 31

1,321 1,707
Carrying 171 lbs. (13 over weight for inches). Boxing Eve finished in 1 minute, 29.2/5 seconds, as compared with 1.28 (under 158 lbs.) early this year. This speaks volumes but a tribute is also due to the excellent understanding between this feet-footed pony and his rider, Mr. R. H. Charles. In several false starts, Boxing Eve was in front. When the flag did fall Boxing Eve was a nose ahead and Mr. Charles led until the winning post.

Between the two miles post and the mile post (up the straight), Mr. Bulteel, on Young Pretender (which carried less money than his stable mate, King's Counsel) looked like doing the trick but, under the whip, the favourite came again and clinched the issue.

Young Pretender was close to Boxing Eve at the start whereas Chesapeake Bay (second favourite) was last two lengths in arrears. King's Counsel attempted to make the running but only managed to draw up to Boxing Eve and was losing ground at the last ¼ mile post. Hereabouts Chesapeake Bay went outside Young Pretender to get his run but, at the head of the straight, Mr. Harriman made the mistake of drawing in again. Young Pretender ran with Boxing Eve. Then, when Boxing Eve had forged ahead again, Chesapeake Bay finished with a final burst on the heels of the winner but failed to annex second place.

King's Counsel dropped back, so that Campbell was fourth. Our Prince ran very disappointingly and was last.

3.—Glasgow Handicap: "C" Class: Six Furlongs—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100. Mrs. R. M. Austin's Army 160 lbs. (Mr. Heard) 1
Seth's Eratwhile 156 lbs. (Mr. Charles) 2
Lt. Col. C. H. Little's Bright Prospect 147 lbs. (Mr. Cavo) 3
Owen's Amusement Tax 144 lbs. (Mr. Lang) 4
W. T. Chung's Cavalier 143 lbs. (Mr. Harriman) 0
W. G. Fischer's Chemel 153 lbs. (owner) 0

Lau & Lee's Duke of Normandy II, 148 lbs. (Mr. da Roza) 0
A. E. McCartney's Fanning Stag 160 lbs. (Mr. Soares) 0
Hinson & Yam Man's Monk 162 lbs. (Mr. Loo) 0
F. Lobel's Sunshine 160 lbs. (owner) 0
W. T. Stanton's Tartar 155 lbs. (Mr. Bulteel) 0

C. M. Leitao's Wuchang 164 lbs. (Mr. Ip Kul-ying) 0
Mac's Zephyr 163 lbs. (Mr. McCartney) 0
E. M. Leitao's Zircon II, 160 lbs. (Mr. Macgown) 0
Time: 1 min. 35.2/5 secs.
Pari-mutuel, winner \$10.30; places, 1st \$7.00; 2nd \$25.50; 3rd \$74.80.

Winner Places
Army 609 877
Cavalier 109 347
Fanning Stag 145 246
Amusement Tax 113 153
Duke of Normandy II 109 238
Monk 64 103
Eratwhile 63 77
Tartar 20 28
Wuchang 18 64
Sunshine 17 40
Zephyr 14 25
Chemel 13 36
Zircon II 1 12

1,405 2,500
Army was made favourite and "Johnny" Heard did everything to justify the confidence thus reposed in him. He made up ground nicely in the last three furlongs and was improving rapidly at the village. Into the straight his mount continued to respond and he soon shook off all challengers.

All the other ponies which carried any money to speak of were unplaced, these being Amusement Tax, Cavalier, Duke of Normandy II, and Fanning Stag, hence the nice place dividends.

Eratwhile and Bright Prospect, second and third respectively, have both won often in previous seasons and been "off" for many meetings. Mr. Charles kept up with the vanguard on Eratwhile and rode doggedly to retain second place after a tussle at the distance post. Bright Prospect and Amusement Tax raced stride for stride up to the winning post.
Sunshine and Fanning Stag were next, in close company, with Cavalier, which had started very poorly and had had a hard job all the way. Zephyr, the pacemaker at the outset, was eighth. Tartar was pulled up apparently lame.

4.—Lanark Handicap: "B" Class: One and a Quarter Miles—For China Ponies. Entrance Fee \$5. 1st Prize: \$450. 2nd Prize: \$200. 3rd Prize: \$100.
Dynasty's King's Falloch 151 lbs. (Mr. Bulteel) 1
Owen's Little Thunder 165 lbs. (Mr. Liang) 2
Ulster's Erin's Isle 145 lbs. (Mr. Harriman) 3
Yam Man's Fifty Fifty 162 lbs. (Mr. Loo) 4
Roda's Delaware Bay 149 lbs. (Mr. Soares) 0
Lau & Lee's Duke of Milan 143 lbs. (Mr. Arnold) 0
Hynes & Mackie's Peck 149 lbs. (Mr. da Roza) 0
K. H. Kay's Triumphant Stag 165 lbs. (Mr. Heard) 0

A head, 2 lengths.
Time: 2 mins. 42.4/5 secs.
Pari-mutuel, winner \$34.70; places, 1st \$11.50; 2nd \$21.70; 3rd \$15.30.

Winner Places
Triumphant Stag 377 694
Fifty-Fifty 297 350
Peck 224 248
King's Falloch 172 314
Little Thunder 93 122
Erin's Isle 91 198
Delaware Bay 65 154
Duke of Milan 19 81

1,323 2,071
One of the best finishes of the day was provided by this event. The two best backed ponies, Triumphant Stag (favourite) and Fifty Fifty showed the way into the straight and were running together. While they contested every inch, opposition crept up so effectively that neither of the two claimed a place.

King's Falloch had all along occupied a favourable position and was behind the leaders at the critical stage. Behind him was Erin's Isle and those two came along. Then, on the outside, Little Thunder appeared with a strong but belated challenge. This pony had been carried out in an earlier stage and had leeway to make up. But he came on splendidly, passed the two favourites and also Erin's Isle and then joined issue with King's Falloch. Little Thunder appeared to have headed King's Falloch about 100 yards from the judge's box, but the latter gave a second effort which succeeded by a head, Little Thunder being full of running when passing the winning post.

Erin's Isle stayed on to get third money. Fifty Fifty had the better of the duel with Triumphant Stag and thereby finished fourth.

5.—St. Andrew's Stakes: One and a Half Miles—\$500 with a Cup presented. For China Ponies. Weight for inches as per scale. Winners of one race 5 lbs. penalty; of two races, 7 lbs. penalty; of three or more races 10 lbs. penalty. Subscriptions of this Club of this season allowed 5 lbs. Entrance Fee \$10. 2nd Prize: \$300. 3rd Prize: \$150.

Winner Places
Noukhall 611 854
Thunderbolt 450 610
O-Moon 278 238
Glory 81 191

Yam Man's One Third 163 lbs. (Mr. da Roza) 1
Both & Heard's Christmas Chimes 168 lbs. (Mr. Heard) 2
Mrs. Dunbar's Hawatha 163 lbs. (Mr. Soares) 3
Eve's Grand Tattoo Eve 163 lbs. (Mr. Harriman) 0
Short head, 5 lengths.
Time: 3 mins. 12.3/5 secs.
Pari-mutuel, winner \$52.50; places, 1st \$17.60; 2nd \$11.80.

Winner Places
Hawatha 1,405 727
Christmas Chimes 405 249
One Third 178 135
Grand Tattoo Eve 91 77

Hawatha was justly made favourite but appeared to be a wee bit on the fat side. And it was left to two others to furnish as thrilling a finish as could be desired in the principal event of the day.
As expected, Grand Tattoo Eve dropped to the rear and was soon out of the race. One Third made the running, followed by Christmas Chimes and Hawatha, the two last-named reducing the gap after going half the distance. Mr. Soares made the first sortie when moving up the incline. He managed to get a head in front of Mr. Heard who took up the challenge instantly. So much so that both drew up to (on the outside of) One Third; and, at the final turn, Hawatha was a neck in front.

Hawatha, however, was done. Christmas Chimes and One Third battled it out all the way and the latter (on the rails) just caught the Judge's eye. It was a splendid tussle and Mr. G. U. da Roza is to be congratulated for riding with rare judgment. He had been passed after the Rock but stuck on grimly to prevent both Christmas Chimes and Hawatha obtaining a clear lead. In the last few strides he managed to get just that extra bit out of his mount to win.

6.—Gallowgate Plate: One Mile—A Handicap for China Ponies. They have started in at least four Extra Meetings in Hong Kong this year and have not won more than \$2,000 in stakes since January 1, 1929; to be ridden by jockeys who have not won five first races anywhere. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

Mrs. K. E. Belth's Cream Cracker 146 lbs. (Mr. Arnold) 1
Dyer & Belth's Loch Elvie 141 lbs. (Mr. Fischer) 2
Bennett & Cavo's San Francisco 165 lbs. (Mr. Cavo) 3
K. H. Kay's Tarmacadam 156 lbs. (Mr. McCartney) 4
C. W. P. Richardson's Rummy 135 lbs. (Mr. A. B. S. Clark) 0
2 lengths, 4 lengths.
Time: 2 mins. 09.2/5 secs.

Pari-mutuel, winner \$22.60; places, 1st \$12.10; 2nd \$25.10.

Winner Places
San Francisco 516 453
Tarmacadam 400 433
Cream Cracker 264 299
Rummy 79 108
Loch Elvie 67 106

1,326 1,399
The two top-weights received most attention in the betting. And by Tarmacadam trying valiantly to deprive San Francisco (favourite) of the lead, they (literally) "killed" each other, thereby presenting the race to two ponies whose jockeys were content to play a waiting game.

San Francisco was hotly pressed by Tarmacadam, both ponies going "all out." After the football stands, Tarmacadam gradually improved and just managed to be ahead at the Rock, where San Francisco shook him off. Turning into the straight, Mr. Arnold beat the leaders and went on to win convincingly on Cream Cracker.

Mr. Fischer, on Loch Elvie, followed the good example but was never within striking distance of Cream Cracker.

7.—Glasgow Handicap: "B" Class: Six Furlongs—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.
Liang & Wong's O-Moon 165 lbs. (Mr. Charles) 1
John Peel's Noukhall 164 lbs. (Mr. Heard) 2
Bulteel's Samaritan 145 lbs. (owner) 3
W. G. Fischer's Buster 162 lbs. (owner) 4
Ulster's Ace of Spades 145 lbs. (Mr. Liang) 0
Cheng & Ng's Glory 149 lbs. (Mr. Soares) 0
J. C. Macgown's Huntington 162 lbs. (owner) 0
Dyer & Belth's Loch Alah 155 lbs. (Mr. A. B. S. Clark) 0
K. C. Lau's Mount Elburz 145 lbs. (Mr. McCartney) 0
Mrs. Pearce's Pley 147 lbs. (Mr. da Roza) 0
N. Hinchin's Sunning 140 lbs. (Mr. Botelho) 0
Wong Ping-shun's Thunderbolt 150 lbs. (Mr. Harriman) 0

2 lengths, 1 length.
Time: 1 min. 33 secs.
Pari-mutuel, winner \$27.70; places, 1st \$12.20; 2nd \$7.50; 3rd \$23.50.

Winner Places
Noukhall 611 854
Thunderbolt 450 610
O-Moon 278 238
Glory 81 191

(Continued on Page 16.)

NEW ADVERTISEMENTS.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 2nd day of December, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsoi, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.
PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
1	Tai Kok Tsoi	As per plan	15,019	100	5,000

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of the Sale by Public Auction to be held on MONDAY, the 2nd day of December, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsoi, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years less three days.
PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
1	Tai Kok Tsoi	As per plan	15,019	100	5,000

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1	Tai Kok Tsoi	As per plan	15,019	100	5,000

HONG KONG JOCKEY CLUB.

THE TENTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, 7th December, 1929, commencing at 2 p.m.
The first bell will be rung at 1.30 p.m.
The charge for admission to the Public Enclosure will be \$1 for all persons including Ladies.
Soldiers and Sailors in uniform half price.
Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.
Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each up to Friday, 5th December, 1929.
The charge for admission for Ladies to the Members' Enclosure will be \$2.
Each member can obtain upon application to the Secretary Badges for admission of 2 Ladies free of charge.
Bookmakers, Tio Tao Men, &c. will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.
NO CHILDREN ALLOWED IN EITHER ENCLOSURE ON ANY PRETEXT.

THE GEISHA

Don't forget to

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ANDERSON'S

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HONG KONG HOTEL

ROOF GARDEN

CARNIVAL

SATURDAY, 7th DECEMBER, 1929.

(Fancy or Evening Dress)

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KAYSER HAF-HEEL HOSIERY

34X is a number that's outstanding in hosiery. It is the Kayser Hose with a smart clock that has become an important accessory in the wardrobe of the well-dressed woman. Sheer for beauty... the right colors for chic... pure thread silk for wear... low in price for economy. Don't forget the number that means so much... 34X.

Kayser

Trade Mark Reg.

If you want him to appreciate the gift as well as the sentiment...

SEND HIM
Three Castles
CIGARETTES

— **LAST 3 DAYS** —

OF THE THRILLING AND UNUSUAL

100% TALKIE

BULLDOG DRUMMOND

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RONALD COLMAN

— SPECIAL RECITAL —

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SERGEI STUPINCELEBRATED
VIRTUOSO CELLIST

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IN HER FIRST
100% SPOKEN
PHOTO DRAMA

— SPECIAL ADDED ATTRACTION —

H FOX MOVIE TONE NEWS. **S**
E LOIS MORAN **E**
A IN HER SPECIALITY REVUE
R "THE BELLE OF SAMOA" **E**

AT THE

QUEEN'S



POST OFFICE CRITICS

It is not always that we can enjoy the spectacle of one high Post Office official "slanging" one who has held high office under a previous administration. Usually, these things are not done. Lord Wolmer, however, who, according to Mr. Baldwin has yet to reach the age of discretion, has, through the medium of the "Times", been telling the world of the deficiencies of the department which his presence so lately honoured.

Mr. H. B. Lees-Smith, the present Postmaster-General, has counter-attacked, and it has to be admitted, to some purpose.

The Post Office, he says, delivers over 6,000,000,000 letters a year, and if one of them goes wrong, the writer regards it as almost a consolation of nature.

This is a simple and elementary test of competence, which I have yet to learn is surpassed by any commercial undertaking in the land.

Mr. Lees-Smith declares further that a great many people enjoy an attack upon the Post Office because it is a nationalised service.

"I am," he said, "engaged in considering the organisation of the Post Office, and am anxious to receive suggestions from every source, but there is no value in statements which are a bundle of half-truths, inaccuracies and political rancour."

A large part of Lord Wolmer's articles, continued the Postmaster-General, consisted of admiration of the post offices in every other country but our own — an admiration which was not shared by those who had lived under both British and foreign systems.

Policy of the Ostrich

Lord Wolmer has made a spirited reply. He says: "I admire the courage with which Mr. Lees-Smith rushes to defend his department, but I venture to suggest that before he is so emphatic that it is incapable of improvement he should make himself thoroughly acquainted with its functions."

"There is nothing unpatriotic in pointing out where we have been passed by foreign countries, and however unpleasant the comparison it ought to be faced. We shall not make progress by adopting the policy of the ostrich."

Mr. Lees-Smith is, at the moment, busily engaged upon preparing his reply.

"Uncle" George

Mr. George Lansbury, London's benevolent uncle, who officially is the First Commissioner of Works, is happy that he indulges in dreams which actually come true. The

Treasury has just agreed to sanction the grant of £5,000 which an anonymous donor had promised to match with a further £5,000. Mr. Lansbury has now £12,000 to play with. His first concern is for the



Mr. G. Lansbury

children of the Metropolis. The schemes which he hopes to have carried out before next spring include facilities for children's sunbathing in Regent's Park and Greenwich Park, paddle-ponds, sandpits, and shelters in the royal parks. Sanction has still to be obtained for the erection of the necessary buildings in royal parks, but no difficulty in securing this is anticipated.

Criticism of Coroners

In the House of Commons, Sir Kingsley Wood drew attention to public apprehension regarding the procedure of certain Coroners.

Mr. J. R. Clynes, the Home Secretary, in reply said he had consulted the Lord Chancellor and the Attorney-General on the subject.



Mr. J. R. Clynes

They had pointed out that the law relating to inquests had been brought up to date three years ago. It was a mistake so soon to consider another fundamental alteration on account of what happened in one or two exceptional cases.

He said that the present inquest procedure in cases of murder or manslaughter was embodied in the ancient Common Law of England. Thirty thousand inquests had been held annually and there were a remarkably few criticisms. On the contrary, the value in many cases had been clearly demonstrated.

LETTERS & RADIO

Addresses Which Cannot Be Traced

POST OFFICE LIST

A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radio telegrams at the Radio Telegraph Office, Government Building:—

Poste Restante Correspondence
T. Arden, H. J. Bryne, Bang-Du-Hoc, N. Bercoff, J. W. Black, Mr. Berger, J. Cassa, Mrs. M. R. Cook, Mrs. W. T. Cook, L. Chantanakorn, E. S. Clough, J. W. Carrington, J. W. O. Davidson, C. T. Delaney, J. W. Gloyn, H. H. Hazlett, International Motor Car Co., W. E. de Jager, L. J. S. Van Leeuwen, Mrs. C. de Labbey, Leong Seng Hin & Co., Rev. H. Mattocks, R. Marcelino, C. H. Michel, C. Mercier (s.a. "Portcarneo"), Capt. Niblett (s.a. "Portcarneo"), Svanli Pury (Maugal Anand), Mr. Del Pietro, J. G. Pierce, M. P. Plankoff, E. Roffe, T. C. Ramsey, G. L. Roth, Mrs. Robinson, A. H. Straume, Mrs. Smoloff, W. S. Toller, Miss F. Todhunter, Miss M. Thurman, H. E. Tanner, R. Viner, Miss C. W. Watson, E. S. Weir, J. L. Willis.

Unpaid Correspondence
J. S. Bhadra, T. M. Chang, A. P. Kueller (c/o H. K. Hotel).

Registered Articles
M. S. Bluids, S. M. Brown (c/o H. K. Hotel), M. Bacalnikoff, Joan Cassa, E. G. Collins, P. C. Helmut (c/o Hong Kong Hotel), April Khamis, Leong Seng Hin & Co., A. Mauer, Yung Chong Co.

List of Unclaimed Radio
Carlson purser, "Pres. Jefferson," from Malwa.
Secrétaire Militaire Maharaja Kapurthala, from Hanol.
Yauwkiehen, c/o Hensch Bonham St., from Sourabaya.
3210, from Cholon.
0980, from Shanghai.
Gluky, from Baden.
Joonthong, from Semarang.

PUBLIC HEALTH

D. M. S. S. On Sanitary Board

OFFICIAL ANNOUNCEMENT

With a view to the reorganisation of the medical and sanitary services of the Colony (the Government "Gazette" states), it is considered desirable to associate the Director of Medical and Sanitary Services more closely with the working of the Sanitary Department and, in order that he may have the opportunity of acquiring first-hand knowledge of the working of that department, it has been decided to place him on the Sanitary Board instead of the Medical Officer of Health.

When the Director of Medical and Sanitary Services has replaced

TENDERS ACCEPTED

Contracts For Repairs to Two Fire Floats

LOCAL ROADS' MAINTENANCE

A number of important and interesting tenders has been awarded by the Government. Details given in the "Gazette" on November 30 are:—

Hong Kong & Whampoa Dock Co., Ltd.—\$3,500 for repairs to No. 1 fire float.

W. S. Bailey & Co., Ltd.—\$1,220 for repairs to No. 3 fire float.
Yeung Fat & Co.—for the supply of labour and material for the Chinese cemeteries in Hong Kong and Kowloon during the year 1930.

Yeung Fat & Co.—for maintenance, etc. of roads, etc. within the New Territories during the year 1930, at 20 per cent. more than the Government schedule of prices.

Sang Lee & Co.—for maintenance, etc. of roads, etc. within the City of Victoria during year 1930, at 20 per cent. more than the Government schedule of prices.
Foo Loong & Co.—for maintenance, etc. of roads, etc. in Kowloon and New Kowloon during the year 1930, at 18 per cent. more than the Government schedule of prices.

Lai Fuk—for maintenance, etc. of roads, etc. without the City of Victoria during the year 1930, at 33 per cent. more than the Government schedule of prices.

Lai Fuk—\$4,091.50 for widening Garden Road, lower portion adjoining Murray Barracks.
Tung Shan Co. of No. 7, Wood Road—\$885.80, for painting roof of Queen's Pier.

Chung Lee & Co.—8 per cent. more than schedule rates within Hong Kong harbour limits; and 30 per cent. more than schedule rates outside Hong Kong harbour limits; for maintenance and repairs to sea and quay walls, piers and other sea works, including the construction of minor extensions during the year 1930.

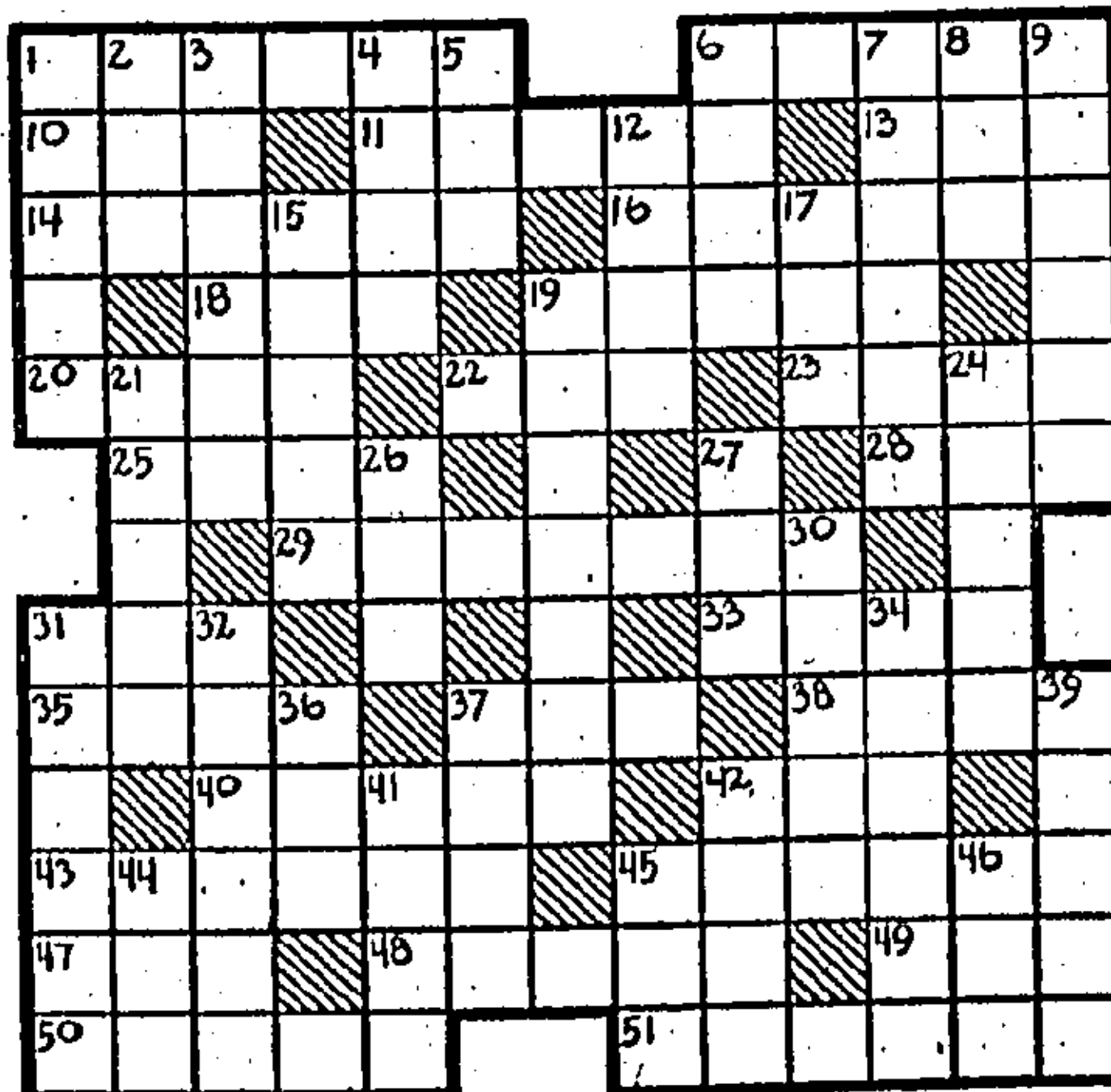
ST. FRANCIS XAVIER

To-day being the feast of St. Francis Xavier there will be a bazaar at the Wanchai branch of the Italian Convent. This bazaar is eagerly looked forward to by the local Catholic community and no doubt the patronage all day to-day will be commensurate with the deserving cause. There will be a special service in the evening.

ed the Medical Officer of Health as a member of the Sanitary Board, the Government will await such recommendations from him in the public health administration as his experience of the working of the Sanitary Department may prompt him to make.

OUR CROSS-WORD PUZZLE

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

- 1-Maiden
- 2-An American prima donna
- 10-River (Spanish)
- 11-Apparatus
- 12-Feminine name
- 14-Feminine name
- 15-More comfortable
- 18-Numbers (abbr.)
- 19-Fried quickly with little grease (French)
- 20-Look silly
- 22-An undeveloped stem
- 23-Feminine name
- 25-First man
- 26-Tiere (Dial. Southern U. S.)
- 29-Small village
- 31-Lost mountain
- 32-A high Turkish official
- 35-A set of workers
- 37-Joined
- 38-Man's name

HORIZONTAL (Cont.)

- 40-Washed
- 42-Brother (abbr.)
- 43-Exalted
- 45-A governor of a province in Anatolia
- 47-National (abbr.)
- 48-To forgive
- 49-Northeastern State (abbr.)
- 50-Mimicry
- 51-Carbolic acid

VERTICAL

- 1-Spiritless utterance
- 2-Endeavor
- 3-Grown
- 4-Terminates
- 5-Grassy meadow
- 6-The eldest son of Isaac (Bible)
- 7-A small portion
- 8-Before
- 9-A cold, piercing wind (Ar.)

VERTICAL (Cont.)

- 12-Parus
- 13-Feminine name
- 17-Saints (abbr.)
- 19-Defied
- 21-A very large bird
- 24-The earth (Latin)
- 27-Corroded
- 30-Olevar
- 31-Greek goddess of wisdom
- 32-Root of mouth
- 34-A province in Nigeria, W. Africa
- 38-Small rug
- 37-A member of ancient African race
- 38-Independent kingdom between India and Tibet
- 41-Extremely
- 42-The element in which one bathes
- 44-Native of Lapland
- 45-A more taste
- 46-Bustle

There is, in this Colony, a small Flying Insect, in appearance similar to a large Ant with a body of bright Emerald green, which preys on

COCKROACHES

This Insect, which will be found in the vicinity of Ice Chests, etc., appears in attack to blind its enemy before dragging it away.

It is just as well for Messrs. Peterman, that these Insects are not more numerous, but to-day the fact remains that

PETERMAN'S ROACHFOOD

Is the most efficient preparation obtainable for the definite extermination of one of our greatest pests:—

THE COCKROACH

WM. PETERMAN, INC.

Represented by:—HAROLD F. RITCHIE & CO., INC. New York.

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You'll love the perfume of Lux Toilet Soap; it took months of careful testing to produce such a perfect blending of fragrance. To look at the pure-white tablet is to know at once that it is entirely different from any soap you have ever used. It is the soap every woman has longed for—a luxury soap at an everyday price.

Such a creamy lather—light as thistle-down, yet so cleansing that it keeps your skin flawless. Lux Toilet is your toilet soap.

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A full-sized tablet for 10 cents.

So that you may test for yourself the luxurious qualities of Lux Toilet Soap we offer you a full-sized tablet on receipt of 15 cents in stamps. Fill in the coupon and post it to-day. (Please write clearly.)



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c/o W. R. Loxley & Co., Hong Kong

I should like to make a trial of the new Lux Toilet Soap. Please send me a full-sized tablet. I enclose 10 cents in stamps.

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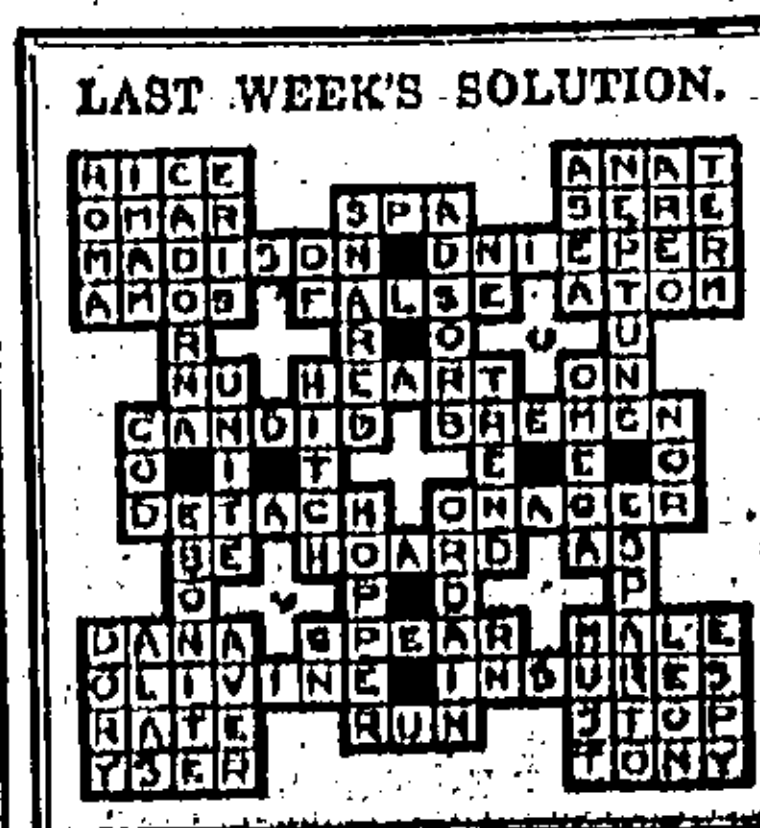
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NEON

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THE MOST EFFECTIVE AND DIGNIFIED ILLUMINATION KNOWN.

It attracts attention by pleasant means giving a continuous and distinctive light.

Obtainable in many colours which may be used separately or in combination.

For full particulars apply to

CHINA NEONLITE CO., LTD.
Exchange Bldg. — 2nd floor.

AT THE RACES

(Continued from page 15.)

Winner	Places
Buster	87 126
Placy	55 120
Huntington	64 99
Samaritan	36 93
Age of Spades	32 110
Sunning	20 41
Loch Alsh	19 44
Mount Elburz	12 63

Others having failed to emulate the successful method of Mr. T. L. Wong in taking the lead on O-Moon. Mr. R. H. Charles had a try and did the trick. At the only false start Nookhall was well away but when the play fell, it was O-Moon who scored, being as well placed as the favourite.

O-Moon drew away from Nookhall with a nice turn of speed, leading by two lengths at the Rock, where the field had begun to bunch up, with Thunderbolt prominent. Although Mr. Heard rode determinedly he never caught O-Moon. Mr. Bulteel, on Samaritan, took the first opening on the rails and broke through to fight Nookhall for second money. Buster was a good fourth and several others were close up.

8.—Glasgow Handicap: "D" Class: Six Furlongs.—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100. Ip & Mo's Inca 162 lbs. (Mr. Charles) 1
Trier's Kum On 160 lbs. (Mr. Sewell) 2
Yue & Lo's Pumpkin 155 lbs. (Mr. da Roza) 3
D. L. Newbigging's Dark Eyes 164 lbs. (Mr. Heard) 4
Roda's Ching Hoi 158 lbs. (Mr. Loo) 0
C. M. Leitao's Desert Wind 165 lbs. (Mr. da Roza) 0

whistle being welcomed by the Eastern's eleven.

Result:—
Eastern 0 || South China "A" | 3 |

SOMERSETS v. S. CHINA "B"

Referee:—Mr. Baker.
Somerset:—Verrier; Niel, Hulsh; Cornelius, Mead, Chidgey; Rendle, Guest, Wallace, Hicks, Evett.

South China "B":—Chan Hing-chon; Ching Wing-shing, Tu Kung-ping; Leung Tun-chau, Yeung Kung-po, Cheung Kwok-chi; Dui Sze-chu, Pau Ka-lui, Chu Fok-to, Lai Kwong-hai, Ho Chi-wing.

South China won the toss and kicked off with the sun behind them. The Somersets conceded a corner but easily cleared.

Wallace opened up the score for the Somersets with a fast drive with Chan Hing-chon well beaten. Play was very slow when the half time whistle blew.

Half-time:—
Somerset 1 || South China | 0 |

Verrier Sent Off
On the resumption, an unfortunate incident occurred, resulting in Verrier being ordered off. To make matters worse, Chidgey was injured and had to be carried off. Nevertheless the Somersets managed to keep their lead till Chu Fook-to equalised with a fast shot. The Somerset-backs played a good game and enabled their side to force a draw.

Result:—
Somerset 1 || South China "B" | 1 |

RECREIO v. CHINESE "B"

At King's Park the Recreio entertained Chinese "B" and fulfilled expectation by extracting a point at the expense of Chinese "B".

Being a little stronger in nearly all departments the Chinese "B" should have put the issue beyond doubt during the first half.

A good deal of mid-field play was the order for this game and two goals each was the verdict at Full Time.

The Chinese "B" are now just beneath their "A" team in the League table, but three points behind them in the same number of games played.

Result:—
Recreio 2 || Chinese "B" | 2 |

J. C. Macgown's Duke of Niblung 168 lbs. (owner) 0
Ho Kom-tong's Kom Tong Hall 157 lbs. (Mr. McCartney) 0
F. Lobel's Mountain Air 168 lbs. (Mr. Harriman) 0
C. W. P. Richardson's Sucre 158 lbs. (owner) 0
Lt. Col. C. H. Little's Sunloch 154 lbs. (Mr. Cave) 0
Harbot's The Jungle Book 162 lbs. (Mr. Botelho) 0
Y. T. Fung's Ullawater 140 lbs. (Mr. Ip Kuei-ying) 0

1 length, 2 lengths.
Time: 1 min. 37.1/5 secs.
Parl-mutuel, winner \$42.30; places, 1st \$15.10; 2nd \$13.80; 3rd \$9.30.

Winner	Places
Dark Eyes	283 464
Pumpkin	203 351
Ching Hoi	192 202
Kum On	139 172
Inca	124 151
Mountain Air	110 148
Sunloch	47 117
Kom Tong Hall	25 61
The Jungle Book	14 16
Duke of Niblung	11 18
Ullawater	6 20
Sucre	6 25
Desert Wind	6 22

Jockeyship told its tale for Mr. G. W. Sewell, on Kum On, was still a nose in front when 20 lengths from the post. Mr. Charles (on Inca), however, had his measure and won by a length.

Mr. Botelho induced The Jungle Book to run a fair race but the pony was not speedy enough. He made the pace, followed by Kum On. Several lengths behind were Duke of Niblung (which was beaten early), Inca and Sucre in the order named.

At the last 1/4 mile post, Kum On captured the rails and Inca passed The Jungle Book at the same time. Inca then proceeded to hunt Kum On home and succeeded.

Pumpkin had improved steadily from the rear and deserved third, easily keeping out Dark Eyes (favourite) which became fourth. A few more lengths and then came Sunloch, Mountain Air and The Jungle Book.

9.—Lanark Handicap: "A" Class: One and a Quarter Miles.—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$200. 3rd Prize: \$100. Hau Un's Monterey Bay 147 lbs. (Mr. da Roza) 1
Lau & Lee's Duke of Chantilly 155 lbs. (Mr. Heard) 2
Ho Kom-tong's Majestic Hall 159 lbs. (Mr. Harriman) 3
Eve's Misty Eve 144 lbs. (Mr. Loo) 4
Harbot's City Hall 145 lbs. (Mr. Botelho) 0
Chan Tin-sion's Winsome Stag 162 lbs. (Mr. Soares) 0
1/2 length, 1/2 length.
Time: 2 mins. 37.2/5 secs.
Parl-mutuel, winner \$34.20; places, 1st \$7.00; 2nd \$6.50; 3rd \$6.20.

Winner	Places
Majestic Hall	405 554
Duke of Chantilly	396 438
Winsome Stag	383 327
Misty Eve	301 230
Monterey Bay	238 343
City Hall	29 52

1,812 1,944
Here again was a remarkably close finish. The start was even worse than one or two others and Majestic Hall suffered. Monterey Bay (carrying less money than three other runners) was first away and led to the end.

Winsome Stag held second berth for once round and then faded out. Misty Eve had run fourth until Mr. Y. M. Loo moved up near the Rock but Duke of Chantilly was content to leave the effort until later. Majestic Hall had been held until the last three furlongs.

Monterey Bay stayed off the challenge by Duke of Chantilly. At the mile post Mr. G. A. Harriman applied pressure to his mount but the pony ran wide, drawing out from the rails after Mr. Harriman had waited there in vain for an opportunity. This made all the difference although Majestic Hall was driven up to within a length of Monterey Bay, whose win was convincing.



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Neurasthenia—tropical neurasthenia—nerves—there are many names for the cause of depression, irritability, insomnia. There is only one permanent remedy, and that is, food. Starved nerve cells are the chief trouble. End the trouble for good by nourishing those nerves with the unique food in Glax-Ovo, the delicious, tonic beverage.

the special food that the nerve cells use. It is skillfully blended with rich milk, malt extract and chocolate to make Glax-Ovo a nutritious food-drink, most delicious in flavour.

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Fancy Cotton Socks from 40 Cts.
White Shoes from 50 Cts. Pair.
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Hats 30 % off
Woollen dresses and etc., \$5.00 only
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BARGAINS FOR CHILDREN.

Child's Woollen Overcoat \$10.00 each
Child's Dresses 3 for \$1.00

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EARLY

DON'T MISS THIS OPPORTUNITY.

YEE SANG FAT CO

LOCAL FOOTBALL

(Continued from Page 4.)

Eastern:—J. F. Silva; Lau Ching-yan, Lai Ting-soy; Ng Ying-kee, Cheung Lap-fan, Tsung Yau-wai; Lee Ping-tong, Chee Ping-fai, M. Sellah, M. Mousa, Kwong Ping-kam.

South China "A":—Wong Ki-leung; Tam Kong-yuk, Sze To-hoi; Lau Kok-yu, Siu Ping-shun, Fan Man-kit; Ng Po-kau, Ip Koon-ning, Cheng Chit-ming, Chan Yu-tin, Ip Yan-sum.

South China on Top
Having the disadvantage of facing the wind and sun did not deter South China "A" making an early dash for their opponents goal and Ip Yan-sum had hard luck, missing only by a matter of inches.

Continuing the pressure South China strove hard for the lead, but the good work of the Eastern's defence thwarted their efforts.

Several attempts were made by South China to open their account with some good shots, but Silva could be trusted to guard his charge, the interval arriving with no score.

Half-time:—
Eastern 0 || South China "A" | 0 |

Eastern on Defence
No doubt South China had their unbeaten record well in their minds, for the pace they set upon resuming was terrific and it was a case of wearing down their opponents.

Success came, by the aid of Ip Koon-ning, who scored from a beautiful drive close in.

The Eastern's defence were by this time falling to pieces, for a few minutes later Cheng Chit-ming received a pass from the left wing and he gave Silva no chance.

From now onwards South China were masters, having most of the game, and the Eastern's forward were helping the defence. In spite of this however, Ip Yan-sum added another to the score, the final

Result:—
Eastern 1 || South China "A" | 0 |

At King's Park the Recreio entertained Chinese "B" and fulfilled expectation by extracting a point at the expense of Chinese "B".

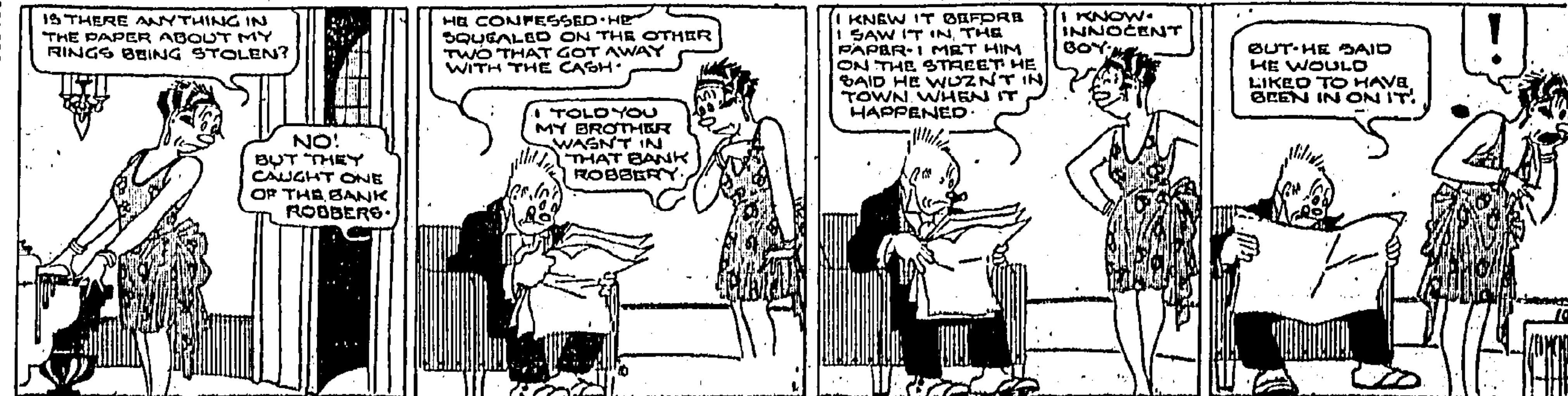
Being a little stronger in nearly all departments the Chinese "B" should have put the issue beyond doubt during the first half.

A good deal of mid-field play was the order for this game and two goals each was the verdict at Full Time.

The Chinese "B" are now just beneath their "A" team in the League table, but three points behind them in the same number of games played.

Result:—
Recreio 2 || Chinese "B" | 2 |

BRINGING UP FATHER.



MOTORISTS THIS IS YOUR PAGE

WHY DO DEALERS PREFER TO SELL MOBIL OIL?

Because they can buy it cheaper than other oils?

Because we give them a lot of fancy equipment to handle it?

Because of extended terms?

NO!

Because it is the best known oil on the market?

Because it adds prestige to their business?

Because its quality and service satisfies motorists?

YES!

and because it outsells any other three so-called popular competitive brands combined. It is the oil that motorists demand.

8-CYLINDER CAR

International Display In Paris

(From a Special Correspondent) Paris, Oct. 3.

That the growing popularity of the eight cylinder motor car is a world wide development is emphasised by the number of eight cylinder cars being exhibited here at the International automobile salon.

A total of 44 makes of eight cylinder cars are on display, compared with 27 last year and 10 in 1928, when the eight was restricted to the most expensive cars on the market.

European manufacturers, who have long favoured the eight in line engine for their finest cars, are showing 26 eight this year. Of this number 14 are being shown for the first time by such well-known manufacturers as Bugatti, Delage, Minerva, Irat, Steyr, Horch and Lancia.

The number of American eight cylinder cars are on display more than doubles last year's figure. Eighteen of the American cars at the salon are eight, compared with eight last year and three in 1928.

Two of the new eight cylinder cars are receiving much attention from continental motorists are Studebaker's Director and Commander, the popularity of which, with that of the world champion President Eight, has contributed to Studebaker's position as the world's largest builder of eight cylinder cars.

MOTOR INDUSTRY

Serious Problem Of Over-Production

Toledo, Ohio, Oct. 8.

Annual boosting of production schedules on the part of automobile manufacturers has resulted in the entire industry being faced with a serious problem, which not only threatens the welfare of the automobile dealer, but if a halt is not called, may affect the entire business and economic structure of the industry. This was the substance of a statement made by L. A. Miller, President of the Willys-Overland Company, here to-day.

"The industry is faced with a serious problem," said Mr. Miller. "Year after year motor car manufacturers have set their production schedules at higher figures. The company that produced 200,000 cars last year had set its mark at 250,000 for the current year. If last year's sales totalled 350,000, the goal for this year was set at 400,000, and so on. The ability of the public to absorb an indefinitely increasing number of cars is constantly over-estimated. As a result, from the first month of this year, we have seen automobile plants running at record production. Dealers have had cars shipped to them in excess of the purchasing power of their communities, creating a problem of meeting loans from banks and finance companies. Long trades, with the selling of cars at net loss to the dealer, is the result. And dealers find that while they have done an increased volume of business, their profits have dwindled

NEW CONUNDRUM

"In Charge Of Motor-Car"

If a motorist is sitting inside his car without any intention of driving it, can he be held to be in charge of the vehicle?

This question was raised at Bow Street Police Court, when Captain Saul Edward Lyons, 34, dyer and cleaner, of Shalimar Road, Acton, was charged before Sir Chartres Biron with being drunk while in charge of a motor-car in Lisle Street, W., at midnight on October 2. Mr. C. Grobel defended.

Two police officers gave evidence that Captain Lyons staggered towards a stationary car, and after he had entered it they arrested him. According to their evidence he said that he was intending to drive away. The police surgeon testified that he was drunk. Twenty minutes later a private doctor attended at the station, and said that accused had had some drink, but was not drunk.

Captain Lyons, denying the charge on oath, said that he returned to the car for the purpose of getting his attache case, which was inside. He was not intending to drive, and denied that he said he was. He thought that his drink had been tampered with, as some men in the bar where he was made themselves objectionable to him.

Sir Chartres Biron said that whether being in charge of a motor-car necessarily meant physical charge might be an interesting point, but on the police evidence such a point could not arise in this case. He fined Captain Lyons £20, ordered him to pay £5 5s costs, and disqualified him from holding a licence for twelve months.

or losses have been sustained. The used-car problem of to-day is the direct result of this policy of over-building on the part of manufacturers.

Manufacturing Economies

"And," continued Mr. Miller, "this has been done on the theory that increased volume meant decreased costs. Up to a certain point this is correct, insofar as manufacturing economies are concerned. But the theory falls when the volume is not maintained. Sales forces are expanded, plants equipped and tooling and materials bought to carry out these increased production schedules. In the closing months of the year, manufacturers usually find the market unable to absorb the number of cars they intend to build. Output is curtailed, with the result that at the end of the year a considerable lesser number of units have been actually built on which the average overhead expense has taken a decided upward trend and materially affected the producer's profit per car for the year."

That Willys-Overland, with the dealer's interest in mind, intends to be the first big producer to apply corrective measures and to adopt a policy which, he predicted, would become the practice of the industry, was the assertion of the Willys-Overland President.

Capacity Flexible

"This year, we will produce in the neighbourhood of 300,000 cars. We do not plan to increase this total next year. We believe it is the conservative number of cars our dealers can move without the need of forced selling, unprofitable trades, excessive used car stocks, and with turnover in their capital to assure a sound return on their investment at the end of the year. We will keep our production capacity absolutely flexible, so that as dealer outlets increase, and resulting increased retail demand warrant expanding our output, we can do it promptly and efficiently. We are confident that the result will be a large increase in our own profits."

"With this policy, each new car sale will net our dealers a substantial profit. They will be able to keep used car stocks at a minimum and turning over regularly, and their net for the year will be substantial."

"The flood of new cars from the factories and the piling up of used-car inventories, both of which shoulder an unbearable burden on the automobile retailer, can be stopped when all manufacturers adopt a policy of producing in accordance with reasonable retail demand."

"With such a policy universally adopted, there will be no used car problem."

WOMEN IN SMASHES

Only 3 Per Cent. Of Big Total

Only 3 per cent. of the drivers of 342 motor vehicles involved in fatal road accidents at Home during July and August were women.

This fact is revealed by statistics of fatal road accidents prepared by the National Safety First Association from information supplied by coroners. There were 781 fatal accidents. It is stated, only 1 per cent. of which were classified as unavoidsable.

Of the total of fatal accidents, 781, or 64 per cent., involved motor vehicles.

These accidents resulted in death to 815 persons, of which 375 were pedestrians, more than

TIME OF RECORDS

British Engineering Skill

Attention has been focused on tests that have as their basis the sound design and almost faultless engineering skill of British designers, and the success of British aircraft in the Schneider Trophy seaplane contest proves conclusively that British engineering is extremely difficult even to equal.

"In the motor transport industry," says the "A.E.C. Gazette," "a great many records with British-built vehicles are being established. Records of power, records of endurance and general high degree of excellence, although they are not always described as such. Numerous instances have come to notice



Major H. O. D. Seagrave, the holder of the world's land speed record, being presented with the diploma of the International Automobile Federation in Paris by Baron Zuylen de Nyevelt de Haar, President of the Automobile Club of France.

half of whom were under 15 years of age.

One hundred and ninety-nine motor-cyclists and 98 pedal cyclists were killed.

The prime causes of accidents were attributed as follows:

	Per cent.
Fire	0.13
Unavoidable	0.89
Weather	1.67
Vehicular defects	2.68
Miscellaneous avoidable	3.44
Road defects	3.71
Motor drivers	40.31
Other road users	47.17
	100.00

Coroner's Comments

The comments of Mr. Martin, the Reading coroner, at an inquest on August 16, may be recalled in connection with the figures concerning women drivers, quoted above.

"I was on the road again last week-end," Mr. Martin said, "and I was still more disgusted, especially with women drivers. Very few of them are fit to drive anything. They have no idea at all of driving, and are most selfish."

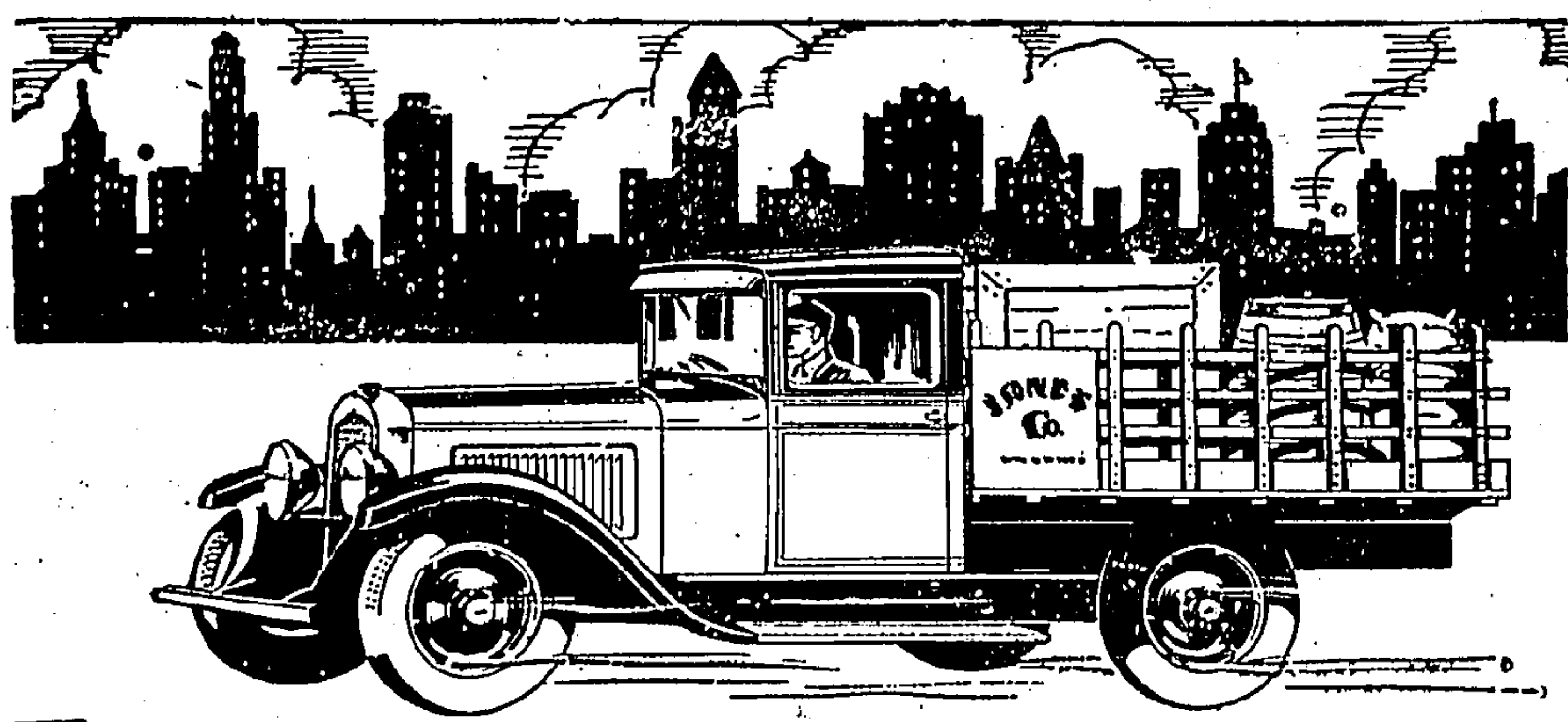
MOTOR-CYCLING

The Good Old Days At Home

As we get older, so the days which are long past appear "better and better." Probably it is a sign of old age. Those of us who have been motor-cyclists from early days are very prone to imagine that the pastime twenty years ago was far jollier than it is to-day. But was it? In those days every ride was an adventure. If we returned from a thirty or forty-mile spin without experiencing any trouble at all, we thought we deserved a pat on the back. To motor-cycle to an appointment was regarded as quite a sporting thing to do.

To-day, a motor-cycle is as reliable as a train; we can keep to a definite timetable without the least effort, and, on a twenty-mile run, we can say to within five minutes the time that we shall arrive. The way we should compare the so-called good old days with the present is to say that twenty years ago motor-cycling was a sport or an adventure; to-day, it is a regular means of transport—and the cheapest mechanical transport in the world.

The old days and the present can really hardly be compared. They are almost as different as travelling in a new sleeping system are embodied.



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THE alert and progressive truck operator who seeks true economy, coupled with utmost dispatch in the safe delivery of merchandise, finds that the new Superior Whippet Six 1½-Ton Truck meets his every requirement.

Advanced, modern engineering throughout the entire chassis of the new Superior Whippet Six is responsible for low depreciation, long life, safety and

ease of operation, minimum upkeep charges and a lower cost of delivery per mile and per package.

In every respect, the new Superior Whippet Six Truck is well qualified to play an important part in the efficient development of modern business transportation.



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 etc., etc.



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 Accessories,
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BEAN—Lane, Crawford, Ltd.
BUICK—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC—Hongkong Hotel Garage, Queen's Road. C.4769.
CHANDLER—The Asiatic American Co., 11, Queen's Road East. Tel. C. 576.
CHEVROLET—Hongkong Hotel Garage, Queen's Road. C.4769.
CHRYSLER MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
CLYNO—Lane, Crawford, Ltd.
DE SOTO MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DODGE—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
ESSEX—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. 1558 & 3532.
FIAT—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C.2221.
FORD—Wallace Harper & Co., Ltd.
GUY MOTOR PASSENGER BUSES—Republic Motor Co. of China, 30-32, Des Voeux Road, C. Tel. C. 1216 & 6252.
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VAUXHALL—Lane, Crawford, Ltd.
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WILLYS-KNIGHT—Gillman & Co., Ltd., Des Voeux Road Central.

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CHEVROLET—Hongkong Hotel Garage, Queen's Road. C.4769.
FARO MOTOR TRUCKS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
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FORD TRUCK—Wallace Harper & Co., Ltd.
FORDSON TRACTOR—Wallace Harper & Co., Ltd.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
GRAHAM—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
MORRIS—Hongkong Hotel Garage, Queen's Road. C.4769.
REO MOTOR TRUCKS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
S.P.A.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C.2221.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road. C.4769.
WILLYS KNIGHT TRUCKS—Gillman & Co., Ltd., Des Voeux Rd. Central.

MOTOR CYCLES

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1007.
HARLEY-DAVIDSON—Gascen Motor Co., 2, Kwong Wah Road, Kowloon. K. 1242.
HUMBER—Lane, Crawford, Ltd.
MONER-BOYON—French Motor Cycle Co., 46, Nathan Road, Kowloon.
NEW HUDSON MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES—Hongkong Hotel Garage, Queen's Road. C.4769.
ACCESSORIES—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
FIRESTONE TYRES—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.

IN PARIS SALON

Cutaway Engine Displays

(From a Special Correspondent)

Paris, Oct. 2.
 Two of the most interesting displays at the Paris automobile salon in the Grand Palais are cutaway engines of the world champion Studebaker President Eight and the Director Eight.

The working model of the President Eight reveals in every detail the design and operation of a power plant which holds more official speed and endurance records than any other engine in the world. The President's list of record breaking achievements includes eleven world records, twenty-three international class records, and a total of 115 American stock car records established by the President Eight's epoch making speed and endurance run of 30,000 miles in 26,326 consecutive minutes.

The advanced engineering design, fine quality materials, and precision workmanship which contribute to the championship performance of Studebaker cars are characteristic of every detail of the two motors.

"Inside View"

At every possible point, sections of the two engines have been cut away to provide an "inside view" of their design and operation. Sections of the crankcase and cylinder block have been removed to show the massive crankshaft, the vibration damper, and the big main bearings which contribute so largely to the exceptionally smooth operation of the two motors at every speed. The light weight alloy pistons and forged steel connecting rods are also revealed. As the pistons rise and fall in the polished cylinders, flashing lights show the action of the spark plugs in exploding the fuel mixture. At the same time observers can see the inlet and outlet valves open and close, first admitting the petrol vapour, then permitting the pistons to expel the burned gases from the cylinders.

The entire cooling and lubricating systems are revealed in every detail, even to the drilled oil passages in the crankshaft, the gear driven oil pump, and the automatic valve in the cylinder head, known as the thermostat, which prevents water circulation until the motor has reached an efficient operating temperature. The built in oil filter, which cleans the oil every time it passes through the engine, is shown as well as the crankcase ventilator which in combination with the filter, makes it necessary to change oil in Studebaker motors only at 2500 mile intervals.

Weeks of painstaking work by Studebaker craftsmen are represented by the two motors, which are the most elaborate ever prepared for the annual automobile salon. Each motor is valued at over \$3,000. Inside and out the motors are finished with the utmost care, with all polished metal surfaces plated in gleaming chromium, or covered with gold or black enamel.

PRIZE-CONTEST

Automobile Chamber Of Commerce

The National Automobile Chamber of Commerce annually holds prize-competitions for the pupils and teachers of elementary schools in the U.S. In this manner an endeavour is being made to have school-children take a greater interest in Street Traffic Problems and Regulations with a view to bringing about thoughtfulness and thereby reduce motor fatalities.

This year, for instance, the pupils had to write on the theme: "My Duty as a Junior Citizen to Observe Traffic Rules." All school-children, 14 years and less, of the fifth, sixth, seventh and eighth grades were encouraged to participate in the contest. The length of the composition was not to exceed 500 words. Each essay to be illustrated by an original drawing, or photograph, or by an appropriate magazine or newspaper clipping. 442 gold medals and a similar number of cash prizes were awarded. Besides the pupil submitting the best essay was awarded a gold watch and a trip to Washington with all expenses paid and was presented to the President of the United States.

"The Training of Future Citizens in Street and Highway Safety" was the theme the school teachers had to deal with. In this event, the length of the composition was limited to not less than 1,000 and not more than 3,000 words. Rewards of \$500, \$300 and \$200 each were provided for the three best essays.

These annual prize-competitions of the National Automobile Chamber of Commerce have produced satisfactory results by getting school-children and teachers interested in one objective: Traffic Safety.

SPECIAL ALLOYS

For Modern Motor Cars

One of the most important factors contributing to the dependability and performance of the modern car is the progress made in the development of new steels and steel alloys. To achieve maximum strength, long wear and light weight in automobile steels, metallurgists of the industry have created many special alloys to meet the strict requirements imposed by to-day's advanced engineering and design.

One piece of steel may look just like another as far as the layman is concerned, but it is probable that the motor car contains more different kinds of special steel alloys, each adapted to its special purpose, than any other machine of similar weight or price.

There are nickel steels and vanadium steels, chrome molybdenum, chrome nickel and silico manganese, chrome vanadium and nickel molybdenum to name only a few of the more important alloys.

Exclusive Patents

Studebaker has always been one of the largest users of high quality alloy steels in its cars, and in fact, has not only pioneered the use of the special new alloys, but has also developed and holds exclusive patents on one of the most important of the automotive steels. This is nickel molybdenum, now widely used for such important parts as steering knuckle pins, piston pins, and transmission shafts.

This special alloy combines lightness and extreme hardness with exceptional strength to withstand shock. This last quality is most important in the case of the steering knuckle pin, where failure might involve a serious accident. As an additional safety factor Studebaker gives steering knuckle pins a finish of chromium plate, which prevents rust and wear.

Another example of Studebaker's choice of fine quality steels is in the nickel steel transmission gears. Studebaker metallurgists point out that chrome or chrome manganese steels would be cheaper than the 3-1/2 per cent. nickel steel used, but they insist on the finer steel as a guarantee against chipped or stripped gears.

One of the most interesting tests in the Studebaker engineering laboratories is made with a machine which resembles the old fashioned guillotine, and which drops a weight from a predetermined height to test the shock resisting quality of any steel part.

Engineers there recently made some tests which clearly show not only the difference in fine steels, but the progress that has been made in metallurgy.

Last Word in Strength

Steering arm bolts, which are connecting links between the steering gear and the steering wheel, were taken from current production and tested for strength with a similar part considered the last word in strength and safety several years ago.

The 20 pound weight of the "guillotine" was raised to a height of 3 feet and dropped on one of the obsolete parts, which broke at the first impact of what the engineers call a "blow of 60 foot-pounds. The new parts were then tested and found to stand up under from three to five blows of 180 foot-pounds.

CRANKSHAFTS

Astonishing Precision Achieved

An explanation of the astonishing precision achieved in the manufacture of the Ford Model A is revealed in a recent count of several million fine gauge measurements made during one day's production of 7729 crankshafts.

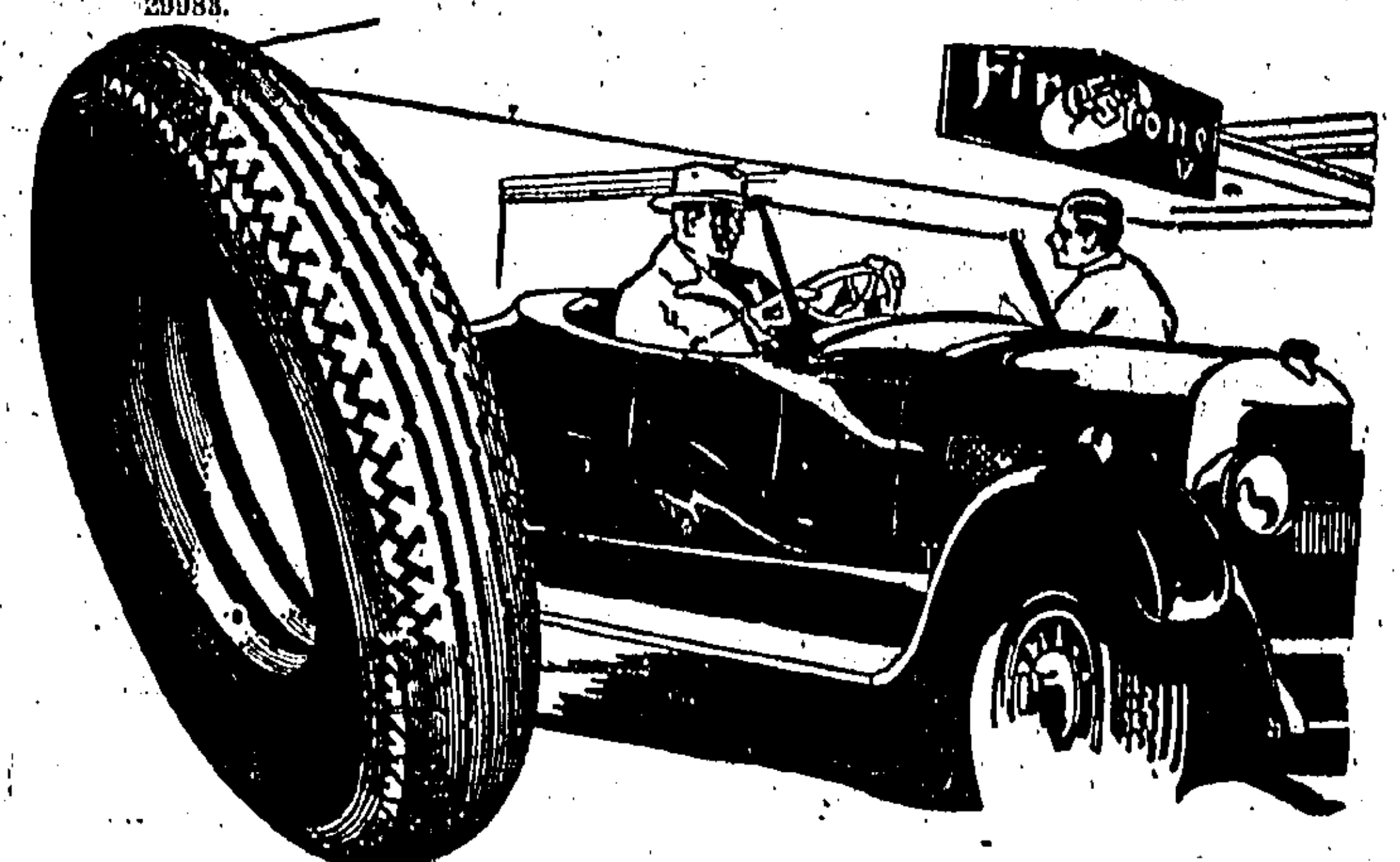
It was found that every crankshaft was subjected to a minimum of 174 checks for accuracy, some units requiring as many as 234, including both those made by the operators during manufacture as those made by inspectors.

Since each of the 7729 shafts was measured at least 174 times by delicate instruments of infinite precision, the total number of checks for the day's production totalled more than 1,344,846.

The crankshaft is only one of the many parts of the car which requires the most exacting tests for accuracy.

Of the total number of 174 checks per unit, twenty-nine was to limits of five ten-thousandths of an inch; sixty-two to limits of one one-thousandth and twenty-eight to limits of one two-thousandths.

All the gauges used in the Ford plants are in turn frequently checked for accuracy on Hohanson gauge blocks. These blocks, made by the Ford Company, are accurate to within four-millionths of an inch, which is many hundred times finer than the thickness of the average human hair.



WELL BASE BALLOONS

Scientifically Designed—Gum-Dipped

Owners of light cars in great numbers have taken advantage of the extraordinary economy, safety and comfort of Firestone Well Base Balloon Tyres. These tyres have the Firestone scientifically designed Balloon Tyre tread and are Gum-Dipped; the cords of the carcass being dipped in a rubber solution to minimise internal friction. Famous for long mileage throughout the Empire. We are prepared to serve you better and save you money.

MOST MILES PER DOLLAR.

Firestone

GUM-DIPPED BALLOON TYRES

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.
 33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

A NEW TRIUMPH

For The Lady Motor Cyclist

One of the five new models which the Triumph Co., are introducing for next year is another 2.77 h.p. machine with welded steel saddle tank and separate oil tank. There is mechanical lubrication with auxiliary foot pump, and the design of the frame provides a specially low riding position, which will appeal particularly to the lady rider. Internal expanding brakes are fitted to both front and rear wheels, while friction discs are incorporated in the construction of the front forks. To anyone desiring a really good lightweight with plenty of power the new Triumph 2.77 h.p. model can be recommended with confidence. It will be recalled that recently a similar machine created quite a stir in Australia by covering the 568 gruelling miles between Melbourne and Sydney in the remarkable time of 16 hours 31 minutes, or in other words beating the scheduled time of the Interstate Express by 52 minutes.

"SIGNPOSTS"

International Motor Making

The appearance at the present Paris Motor Show of Morris and Austin cars which have been built in France should be signposts to motorists that the day is near when leading makes of automobiles will become denationalised and be regarded as international cars, says a Home writer.

Already Rolls Royce cars are built in America, as well as in Britain—their country of origin—and have been for some years. Austin cars are also being made in Germany under the title of Dixi, and are to be made in the U.S.A. in 1930. Mr. Henry Ford's products are built in half a dozen countries, and fresh factories are being erected in further States year after year.

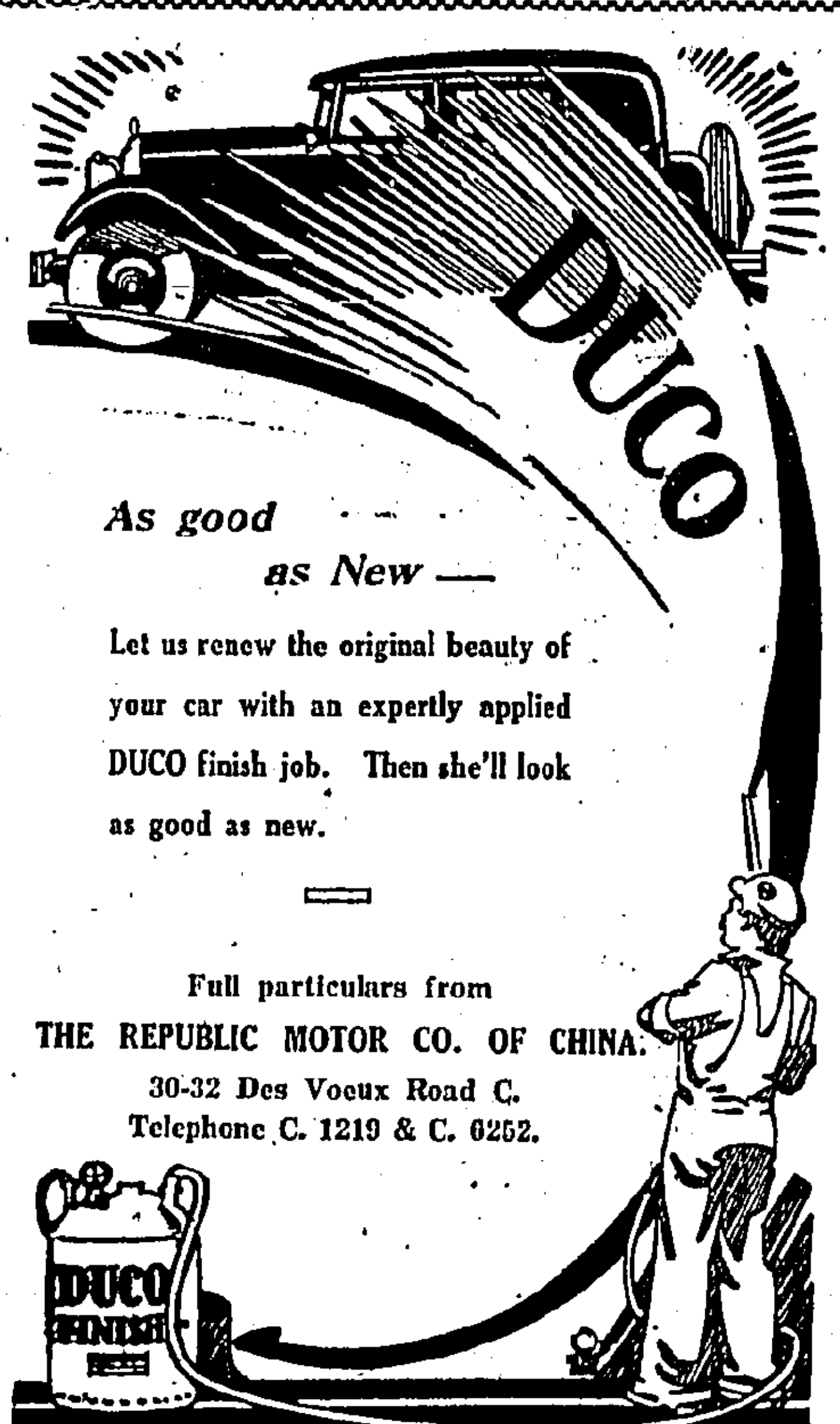
Here in Britain, the Vauxhall works are building Chevrolets, which originally hailed from America, while Manchester has been producing Fords over a long period of years. One can give many instances of this character, such as the U.S.A. works of the Fiat Company and the Slough factory belonging to Citroën.

These are the days of mergers and combinations of firms into groups which tend to lessen the number of competitive makes. But such groups want large production to pay dividends to their shareholders, so that when they have exhausted the home market they have to look further afield to increase their sales.

Drive a Trusty

"TRIUMPH"

"The Motor that never fails you"



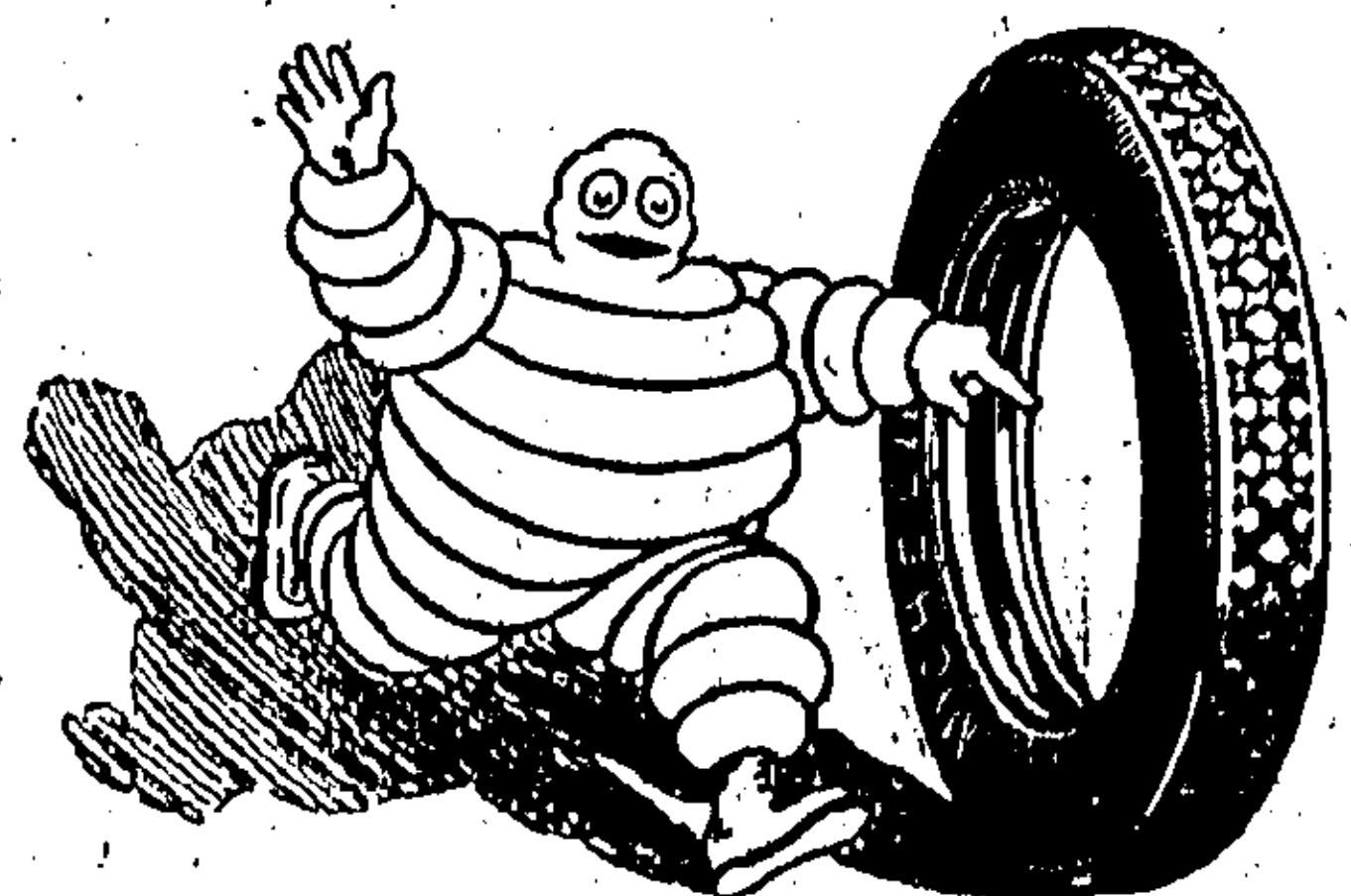
As good as New

Let us renew the original beauty of your car with an expertly applied DUCO finish job. Then she'll look as good as new.

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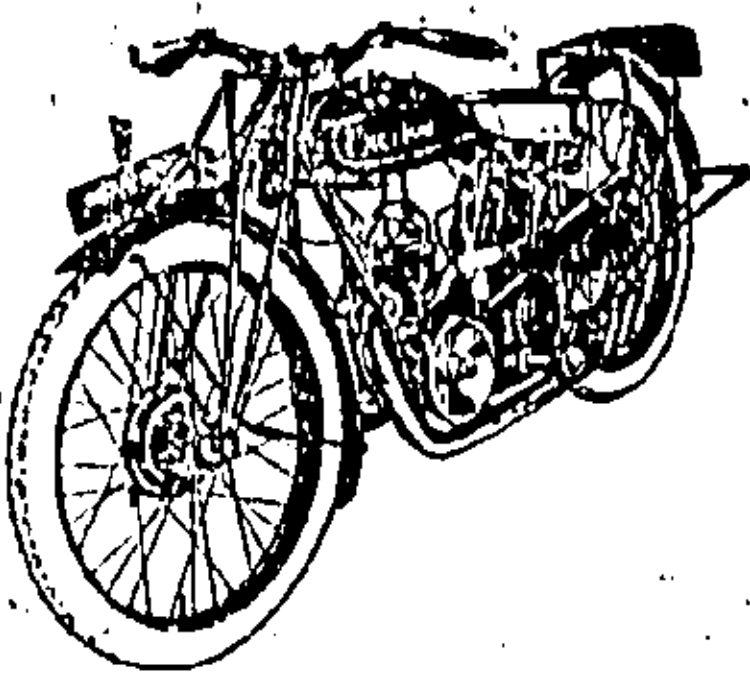
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PRICES GREATLY REDUCED!

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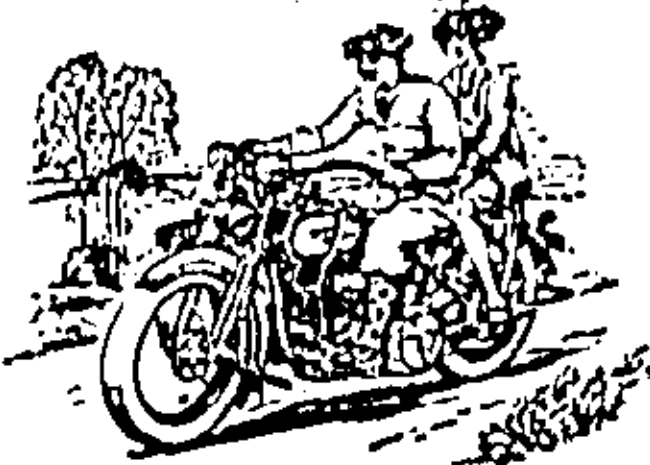
In order to give way for 1930 models, which are coming, our stock of motor cycles have to go at greatly reduced prices.

Take The Advantage Right Away!

THE SINCERE CO., LTD.

SOLE AGENTS.

A GOOD CHRISTMAS GIFT



1930 HARLEY-DAVIDSON

NOW ON DISPLAY

THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 & K. 804. 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry).

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK

TRAFFIC BILL THIS SESSION

Promise Made By Transport Minister

OUT-OF-DATE ROAD LAWS

It was announced by the Minister of Transport, Mr. Herbert Morrison, M.P., in a week that he hoped to introduce and secure the passing in the present session of Parliament of the long-promised Road Transport Bill.

Mr. Morrison was speaking at a dinner of the Society of Motor Manufacturers and Traders held at the Connaught Rooms on the eve of the Motor Show and attended by the heads of every important British motor manufacturing concern, as well as by the host of agents and retailers who do business in cars throughout the country. Mr. J. Maughling, a director of Thornycrofts Limited, presided.

The Minister of Transport, in proposing the toast of "The Motor Industry," said that in his view the existing motor legislation was very much out of date. Much of it was passed almost immediately after the motor-car first appeared.

"The licensing part of the legislation," he continued, "was, I believe, in operation before the motor-car was invented. (Laughter.) We have had a Royal Commission, which has published a very informative report on road control, and is shortly to publish another report on licensing. Legislation had been intended by H.M. Government, not this Government, but nevertheless H.M. Government. (Laughter.)"

"Everybody is agreed that the state of the law is out of date and illogical. It is bad for the respect for the law, and it is bad that the law should be inconsistent with the general level of public opinion and public acceptability. We have got to do something to bring it up-to-date."

A Non-Party Measure
"Much has been said in the Press about the provisions of the legislation which is under consideration, but most of it can be discounted. Nobody is in a position to say what the details are. In fact, the Minister of Transport himself cannot say what they will be."

"What I can say, however, is this: That in view of the heavy legisla-

tive commitments of the Government it has been necessary for me to be cautious in my hopes as to the introduction of the long-promised Road Transport Bill. But I am happy to be able to state that, with the helpful co-operation of all parties which I trust will be forthcoming for a long overdue non-party measure of this character, and have high hopes of the bill being introduced and passed in the present session of Parliament. Recognising the urgency of the matter, the Government is going ahead at the earliest practicable moment. (Cheers.)"

Referring to the functions of the Ministry of Transport, Mr. Morrison said that the motor industry might be assured that the officers of the department, no less than the Minister, desired that the Ministry should be an institution of service to British transport and not a mere pettifogging State machine making itself a nuisance to the business world.

The Million Mark
There seemed (he continued) to be no falling off in the development of motor transport. The latest figures available showed that the number of licences current for motor vehicles of all sorts on August 31 last was about 2,163,000, as against 2,027,000 on August 31, 1928—an increase of 6.7 per cent. Taking the figures for vehicles taxed on the horse-power basis, which might be described as the private car class, the increase was from 877,000 to 970,000, or 10.6 per cent.

During the spring and early summer of the present year motor-cars were newly registered and licensed at an average rate of over 18,000 a month, so that even allowing for a fairly heavy wastage of old cars, it was clear that we were very nearly reaching the million mark in private cars alone.

The demand for motor-cars appeared to manifest the substantial popularity of the 8 h.p. "baby"—or perhaps he had better add—of the "minor" type. (Laughter.) Of the 91,000 private cars newly registered during the five months ended

BUSES IN FAVOUR

What Will Happen to the Trams?

As each annual report of municipal passenger transport undertakings is published it shows more and more clearly the growing tendency, on the part of Corporations in the United Kingdom, to discard the trams in favour of the motor bus.

This gradual change over is also clearly reflected in commercial vehicle manufacturers' programmes, especially in one of the leading British manufacturers—Leyland Motors Limited—a Company which has specialised in this form of transport and which has supplied over 50 per cent. more provincial municipal buses than any other Company. This old established concern, during the last 3 years, has more than quadrupled its output of passenger vehicles, a large proportion of which are being supplied for municipal purposes.

Not a few Corporations have already scrapped their trams entirely, Lincoln and Swindon being two which have done so recently. In both cases Leyland Motors Limited have been entrusted with the orders for the replacement buses. Many more are augmenting their services with buses and quite a number are taking up part of their tram tracks where it has been found that buses will be more suitable. Here again, preference for the Leyland has been very marked, particularly since the introduction of the Company's new double-decker, the Titan, and the Tiger and Lion, single-deckers.

Since these models have been introduced no fewer than 21 municipal accounts have been opened with the Leyland Company, in which are numbered—Barrow, Blackburn, Blackpool, Bradford, Exeter, Lincoln, Maldstone, Reading, Southampton, Swindon, Wigan and Plymouth.

July 31, no fewer than 21,800 were of this type, whilst 15,500 were of the almost equally popular 12 h.p. type and about 9,400 of the 16 h.p. type.

The President, responding to the toast, made reference to the extensions which were being made at Olympia. The enlargement of floor space, he said, would enable the society to incorporate a marine motor-boat section in next year's show.

NEW ROLLS-ROYCE

An Interesting Announcement

Rolls-Royce Limited announce that after prolonged tests they can now demonstrate and accept orders for a new 40/60 h.p. Rolls-Royce Chassis.

The original chassis of this type was the famous "Silver Ghost" and in 1925 the "Phantom" was introduced. This new chassis will be known as "Phantom II."

Like the "Phantom" it is equipped with a 6-cylinder engine having a bore of 4 1/4 inches, and a stroke of 5 1/2 inches, with a total cylinder volume of 7,608 cubic centimetres. The R.A.C. rating is 43.3 h.p.

The effect of new features which the "Phantom II" incorporates is to provide a car of reduced height and lower centre of gravity, improved appearance, greatly improved suspension at all speeds, steering control giving greater selectivity and ease of operation, lighter weight, increased acceleration and maximum speed, time and trouble-saving method of lubrication and still greater refinement throughout the chassis.

This new chassis will retain all the characteristic features which have gained for their car the accepted title "The Best Car in the World."

"Phantom II" is not intended to compete with racing or ultra-sporting types of cars, nevertheless it will more than maintain the position the "Phantom" has achieved amongst its owners of being the fastest genuine touring car in the world.

MOTORS TO AID THE "TOTE"

The introduction of the "Toto" into Great Britain has been a matter of considerable interest, and even in this connection the British Motor Industry has played a part. Crossley Motors Ltd., have just completed an order for 6 of their 30/70 h.p. Medium Type Rigid Six-wheeled vehicles, and 6 of their 20/60 h.p. Light Type Rigid Six-wheeled vehicles, for the Race Course Betting Control Board. Both chassis are fitted with special type bodies. The vehicles will be used for carrying accumulators, batteries and other equipment for use in connection with the "Totalisators," and will serve Race Courses throughout the country.

If you drive

FAST
drive on

FISK



No use taking chances with old tyres when you're in a hurry. It's a lot better to put sturdy dependable FISK ALL-CORDS and play safe.

FISK ALL-CORDS stand any driving strain and give positive traction, a sure grip, and quick braking under ALL conditions. For to-day's traffic this is vitally indispensable.

FISK can stand anything and more because they're built for

EXCESS MILEAGE.

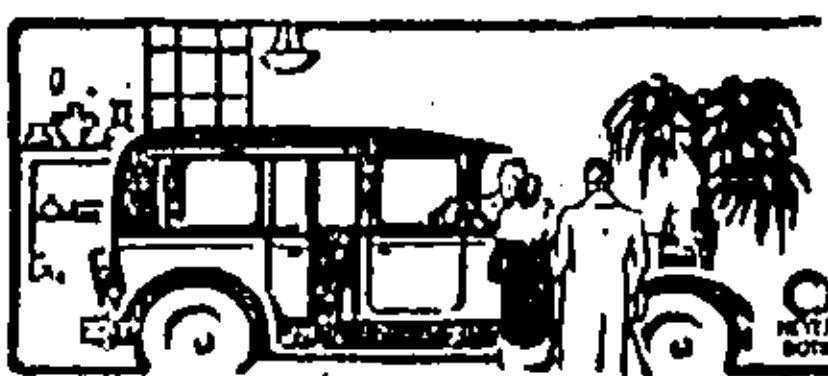
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MOTOR NEWS

From Road & Showroom



Motor Industry Workers

It is estimated that no fewer than 12,000 workers are engaged in the South African motor industry.

Closed Cars Gain

Of the total of 58,604 new cars registered in three months in Britain, 47,954 were of the enclosed types.

Even Estonians Do It

His Majesty's Consul at Tallin reports that 407 motor cycles were in use in Estonia at the beginning of this year.

New This Year

The number of cars registered for the first time in Britain during March, April and May of this year was 58,064.

Motors Help Railways

Railways in U.S.A. received \$38,769,786 last year in freight charges for transporting motor cars, trucks and parts from factories to dealers.

Chamois Skin

A chamois should always be washed out in lukewarm water with good soapuds after using, until clean. Then wring dry and pull out as nearly as possible to full size and hang up. When dry, rub gently to soften. Never leave a chamois skin wet. Never dry with extreme heat, such as hanging over a hot radiator, etc. Never use acids or strong chemicals in connection with a chamois. The result will always be injurious. Good clean soap and lukewarm water is all that is necessary, and remember, good soap-suds will nourish the skin and prolong its life.

Cleaning Plugs

To clean a spark plug, simply fill the lower part with alcohol or any liquid metal polish, and allow to stand for a few seconds; take a piece of wire covered with one thickness of cloth, and rub the carbon from the insulator, then wipe clean and dry thoroughly before replacing in the engine. Cleaning a plug in this way is far better than taking it apart to clean. When a plug is once taken apart there is great danger that it will not be put together securely again, which would cause leakage.

Pedalling Performance

A cyclist has averaged 14 m.p.h. between Land's End and John o' Groats.

Gravel Wear Measured

An inch of gravel will be worn away in the course of a year by a traffic of 500 vehicles a day, according to an American road engineer, occasioning a loss of 400 cubic yards of material for every mile of eighteen-foot gravel road. At a cost of 10s. a yard the total yearly loss in materials amounts to £200 a mile.

Either Drive or "Pet"

As the result of a new ruling in Massachusetts, motorists may either drive or "pet", but cannot do both at the same time. Mr. George A. Parker, registrar of motor vehicles in the State, says: "Any one who drives while having his arm around a girl or allows her to sit on his lap is not the proper person to operate a car."

Seed Sown from Air

Among the new commercial uses of the aeroplane is sowing grass seed, as practised in Oregon, U.S.A. It is claimed that the work was done at one-third of the ordinary expense and was so successful that large areas on the Pacific Coast will be similarly planted.

Police Powers

Police of Illinois, Indiana and Wisconsin have the legal authority to commandeer a private automobile to meet an emergency, but they cannot legally require the owner to exceed the speed limits, according to an opinion from the law department of the Chicago Motor Club.

Tyre Inflation

A new idea in tyre inflation is being used in Germany. Instead of carrying an ordinary pump, a motorist takes with him a high-pressure cylinder, and when a tyre needs inflating, he simply attaches the connection to the tyre valve, turns on the valve of the cylinder and waits until the gauge registers the correct pressure. The cylinder does not contain air, but carbon dioxide with the addition of a small quantity of a gas known as Helmontan. The cost of recharging the cylinder is about sixpence, and it, of course, permits of several tyres being blown up.

Silence

It is now an offence in Britain to sound a horn when stationary except on the grounds of safety.

In One Way—Excellent

London's one-way traffic system has decreased the fatal accidents but increased the total casualties.

Revenue

The gross amount received in payment for road licences in Great Britain during the first half of this year was £20,312,028.

Gumming It Down

The Calgary (Canada) authorities propose combating the dusty state of the roads during the summer by spraying them with oil.

Lining the Union's Purse

Customs duties paid by the South African motor industry during the last five years amounted to £6,994,291. Last year's quota was just short of £2,000,000.

Underground

It is suggested that a tunnel shall be constructed under the River Tamar from Plymouth to the Cornish side, to cope with the increasing traffic at present using a chain ferry.

Heavy Haulage

In Germany all transport vehicles weighing, fully laden, not more than three tons, has now to be fitted exclusively with pneumatic tyres, and heavier types must have either pneumatics or air-cushion tyres.

A Royal Ford

King Alfonso of Spain, the first owner of a Model A Ford in that country, which was presented to him by Henry Ford last year, recently visited the Barcelona assembly plant of the Ford Motor Company.

Two-Wheelers

One thousand two hundred and forty-nine British motor cycles were imported into Australia for the month of April, 1929; only 100 American machines were imported. Yet during the first four months of this year 8,372 motor cycles were exported from the United States. This shows an increase of 1,678 in the corresponding period of 1928.

Double Deckers

On several routes the Manchester Council is to replace trams by double-decker buses.

Can't Abandon It

It is a criminal offence to abandon an old car at the roadside in one State in America.

BUSES OUST TRAMS

Crossley Motors, Ltd. have received from the Manchester Corporation Tramways an order for 15 38/110 h.p. Crossley 32-seater omnibuses. The chassis is the latest type Crossley low loader.

Leyland Motors, Ltd., and the Associated Equipment Co., Ltd., have also received orders from this Corporation, and the buses are to be used in place of trams on one of the busiest routes in the City.

It is interesting to note that many other towns are replacing trams by instituting omnibus services or services of trolley buses. Of these may be mentioned Chesterfield, Colchester, Chatham, Grimsby, Ipswich, Lincoln, Walsall and West Hartlepool.

Cause of Blow-Outs

There are times when a car owner is deeply puzzled by a casing blowing out near the rim while the tread is barely worn. This is sometimes caused by a bent rim, causing what is known as a rim cut in the sidewall of the tyre. This, of course, breaks the wire cables at the base of the casing. More often than not the cause is under-inflation.

A Real Triumph

Mr. Otto Wibbe, riding a Triumph combination, finished first with 486 points out of 500, in the Slovakian Motor Club 30 Hours Non-Stop Trial on July 5 and 6, the runner-up securing only 147 points. Mr. Wibbe's machine ran splendidly throughout, and on inspection after the trial was declared by the committee to be in perfect order.

Plugs Everywhere

The great German Dornier flying-bomb has twelve Jupiter air-cooled engines, each with nine cylinders. There are two sparking plugs per cylinder; surely 216 performing plugs is a record for any vehicle of transport.

Road Patrols

According to a recent announcement by the Department of the Interior of Canada, patrols and work gangs maintain nearly 45,000 miles of roads in Canada in repair yearly. The annual cost for this work is over £3,000,000.

Entry to Austria Easier

It is now possible to enter Austria with a motor vehicle without having to pay a deposit (which used to amount to 68 per cent. of the value of the machine) on condition that the length of stay in the country does not exceed ten days.

World's Biggest Tyre

Goodyear has just built a tyre twelve feet in diameter and four feet thick. Mounted on a wheel, it weighs 1,800 pounds. It is to be used for advertising stunts, but the manufacturers say it is also in the nature of an experiment in building landing tyres for the huge airships of the near future.

Motor Car or Cycle?

An "auto on two wheels" is the description given a motor cycle recently constructed in Britain. It has a hydraulic braking system, a combined dash-board, and handlebars, surmounted by a telescoping wind-shield, and special plungers that can be lowered by pressure on a knob to hold the machine upright when no wall or kerb is handy. Over the handlebar is mounted an instrument board such as is found in the ordinary car, with an ammeter, a clock, an oil pressure gauge, a speedometer, and the various switches for the lights. To the side of the wind-screen on the right, is an adjustable rear-view mirror. On the tank-top, mounted carefully and disclosing no seams or welds, is a tool-box, with neat drawers, in which the tools are allotted a separate space for each. A set of knurled knobs adjust the shock absorbers on the front forks, the steering damper, the hydraulic brakes and the clutch cable from the dash panel.

For Motorists Only

A 250-mile motor road is under construction between San Sebastian and Madrid. It has a six-foot space on either side to provide parks for cars.

A New Forth Bridge?

A report on the feasibility of a road bridge over the Firth of Forth has now been prepared, and the estimated approximate cost of the scheme is £5,110,000.

Big Figures

During the months of March, April and May, 38,604 new motor cycles were registered in Great Britain. England led with 34,641, Scotland came next with 2,379, and Wales last with 1,684.

Smith Minor's Foxes

A schoolboy motor cycle "fan" is reported to have purchased a pneumatic saddle cushion for his machine as a result of translating "Ibam forte Via Sacra" as "I was doing forty down the Sacred Way."

Chitty-Bang-Bang

The late Count Zborowski's frank racing car, "Chitty-Bang-Bang" is offered for sale at £70 in London. The man who wrecked it in 1924 happens at present to be in Johannesburg. He is Mr. W. Farquhar, who is anxious to assume a career as "professional stunter."

South Africa's Motor Vehicles

Imports of motor cars into the Union in 1928 amounted to 26,555 and the registrations at the end of the year were 113,002. Imports of all types of motor vehicles were 38,460 and the total registrations 168,898. By June 30 last this figure had increased by 18,374.

Nearly a Million

According to the British Ministry of Transport Returns, on May 31 this year the approximate number of motor cars taxed on horse-power in Great Britain was 918,000. The total number of motor vehicles, excluding tram cars and trade licences, was approximately 2,267,000. There were 670,000 motor cycles, 312,000 motor goods vehicles and 88,000 public-service vehicles.

India Appreciates British

Messrs. John I. Thornycroft & Co., Ltd., have had a repeat six-figure order from the Government of India for a fleet of more than 100 six-wheeled motor chassis with six-cylinder engines.

Warning Notices

The Johannesburg Traffic Advisory Committee has recommended to the Works Committee of the City Council that warning notices should be posted on the windcreens of all cars parked in prohibited areas. These notices would inform car-owners that a second offence would result in prosecution.

For South Africa

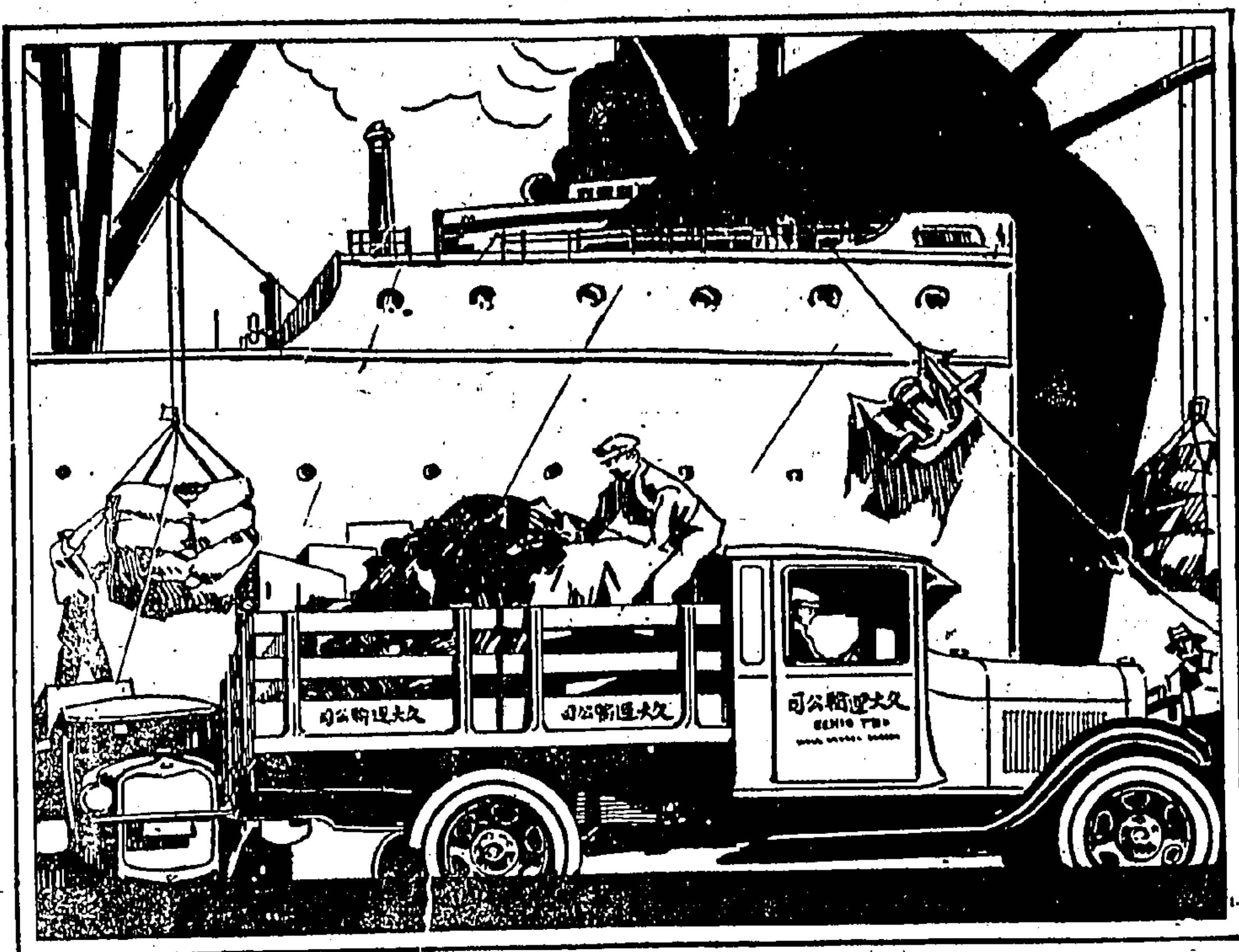
It is well known, of course, that the South African Government Railways and Harbours operate a large fleet of motor vehicles, and this fleet is constantly being added to as occasion demands. The Albion Motor Car Co., Ltd., have recently received orders for a number of 3-ton and 30-cwt. models from this concern, the being the fourth repeat order placed through this well-known Scottish concern since the beginning of this year.

Maharajah's Touring-Car

A 40/50 h.p. Rolls-Royce has recently been supplied to a well-known Indian Ruler by Messrs. Rolls-Royce of India, Ltd. The bodywork is by Thrupp & Maberly Ltd., and is painted in Ivory and Nile Blue, the upholstery being of Blue Antique Leather, all fittings being of the most luxurious order. A special cabinet of polished Burma Teak has been fitted at the rear of the driving seat containing Thermos Flasks and necessary hunting equipment, while the front of the cabinet serves as a glass topped table.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4041.



1½ TO 2 TON TRUCK WITH FORD STAKE BODY

THE NEW FORD TRUCK

It gets things done — fast and economically.

TRUCKS are bought for the things they do . . . and the way they do them. The new Ford truck has made good on that basis. "It gets things done," you hear people say.

New conditions of transportation generally have dictated the kind of truck the new Model AA should be. Business of all kinds is reaching out . . . covering more territory than it once did. Trucks must go faster, to keep pace with present-day traffic. They must hold up their end with all other vehicles as a travelling-unit.

This means a faster truck, which the new Ford certainly is. But increased speed without proper check is useless, unsafe. So with the new speed have come new brakes. The Ford fully enclosed six-brake system permits the use of this available speed with safety.

More than a year on the road has vindicated all the fine things you have heard about the new Ford truck. Every day brings some new tale of a job it is doing, better and cheaper than ever before. The thing owners stress most often is reliability—the fact that it is on the job, on the road, and out of the shop. Millions of experience are behind this really fine truck.

The 40-horse-power engine, the simplified lubrication, the large number of forged-steel units, the liberal use of electric welding for strength without weight, the option of six speeds instead of the usual three, the strong axle-housing, the Houdaille shock-absorbers . . . a chapter could be written about each item. But it is these things as a whole that make the new Ford truck the remarkable hauling-unit which it is.

The thing to remember is that the new Model AA truck is new in fact but as old as the Ford Motor Company in experience. Back of it are facilities unmatched in the industry. Back of it, too, is Ford Service in competent hands . . . service that keeps the truck running at full efficiency always.

The nearest Ford dealer will give you full particulars about the new Ford—the 1½ to 2 ton truck. Talk it over with the dealer.

Authorized Dealer:

WALLACE HARPER & CO., LTD.

—745 NATHAN ROAD, MONGKOK, KOWLOON, HONG KONG.

Telephone, Kowloon 566.

FORD MOTOR COMPANY EXPORTS INC., SHANGHAI

SAFETY SIGNPOST

Reducing Perils On Arterial Roads

A new safety sign-post, designed by the R.A.C. so that it can be knocked down without damage, has just been approved by the Ministry of Transport for use on by-pass and arterial roads.

These roads are practically always unilluminated, and motorists driving on them in the dark or in foggy weather often have difficulty

in knowing where the kerb is. In such circumstances it is quite easy to change the kerb or run off the road at a bend.

The new post, which carries a red reflector lens on its head, will at small expense obviate this danger. It is so designed that if run into it breaks off at once close to the ground, so that the car suffers no serious damage as it would if the post were solid.

With the Ministry's approval, the cost of erecting these safety posts ranks for grant under the Road Fund. It is to be hoped local authorities will adopt them where necessary.

COMMERCIAL CAR TRADE

A definite step in British competition with foreign manufacturers for the motor car trade in the Dominions is now being made by Daimler Cars, Ltd. This company has just designed a new Empire model truck chassis of 40 and 50 cwt. capacity, the heavier vehicle suitable for Britain, and the lighter adapted to the peculiar road conditions of Australia and other Dominions. This new type of commercial car is capable of running with a load of 52 cwt. 228 miles per day of 10 hours. So far, the new truck has

had 150,000 miles of testing, and the company's factories are already turning them out in large numbers for both the home and Dominion markets. The springs and other metal equipment in the new chassis are made of Sheffield steel.

Drive a Trusty

"TRIUMPH"

the Motor that never fails you

NEW RECORDS

Switchbacks Safely Conquered

Akron, Oct. 22. The famous Pike's Peak brought forth from the clouds of dust in the races of Labour Day an outstanding record for endurance and safety in tyres. In these races a Firestone equipped car lowered the stock car record time, followed closely by the second and third prize winners, also on Firestone tyres.

In the open class race, Firestone equipped cars were victors safely negotiating the 269 hairpin turns and switchbacks that are a supreme test of tyre performance.

The Pike's Peak Race is a gripping story. The start is from the Crystal Creek Bridge, 9,150 feet above sea level, to the summit, 14,109 feet above sea level. The distance is 12 miles, plus 2,200 feet.

"Bottomless Pit"

There are thousands of spectators along the course. The cars skid and swing around the switchbacks, some of which bend back as much as 140 degrees. At one turn a sign reads "Bottomless Pit," where there is a sheer drop of 5,000 feet to be avoided. The temperature changes along the race course from 85 degrees to close to freezing.

Glen Shultz won the beautiful Penrose Trophy, 5 feet high and 160 years old. His time of 21 minutes, 43-2/5 seconds was two seconds under the previous stock car record. He was driving a Studebaker President stock roadster equipped with the standard Firestone Gum-Dipped Tyres.

In the open class, for special built cars, Edward Phillips, driving a Stutz special, won, also using Firestone Gum-Dipped Tyres.

At the Fourteen Mile Post is a crucial test of the Pike's Peak Race. Here hundreds of spectators climb the rock dotted slope to watch the course through a series of a half dozen, severe switchbacks. Out of one turn, into another, the drivers steer with the car in second gear and the throttle wide open. There are plenty of places where a skid misjudged three or four feet would send car and driver hurtling into space. This is the condition that makes drivers stake their chances on Firestone tyres, the tyres that have won the major speed and endurance contests of recent years, and were the winners at Indianapolis for the last ten years.

It is interesting to note that the winning stock cars were taken from the plant several weeks before the race, bearing Firestone tyres as standard equipment. The cars were picked by American Automobile Association representatives, and were locked and guarded until the race.

Rise of a Mile

The course of the Pike's Peak Race does not include all the road from Manitou. Only the last leg of the mountain proper is utilized, the toughest part of the trip and the most dangerous. The race course of 12-4/10 miles has a rise of almost a mile. The route is a double track road 22 feet wide, a twisting, turning ribbon of white mounting skyward and tricky enough to test the skill of the most experienced driver. The climb is a sure test of stamina, speed and power for the automobile including the tyres, which are a vital part of the automobile.

The achievement of tyres in establishing such records for safety and endurance is important to the industry and to race drivers, but more important is the value to all automobile owners. The motorist may never need the great strength and endurance that is required of tyres in the Pike's Peak Race, but all motorists want to know that extra safety and endurance are built into their tyres in case of emergency. The Firestone Gum-Dipped Tyres in establishing new records under such extraordinary conditions are leading the way to better tyres for all motorists.

MOTOR FASHION

Hillman's New Programme

The designers of Hillman cars may justly be proud of the fact that within the last few years they have led motoring fashion in three distinct ways. They were first in the field with the fabric sports-type coupe, a form of body which they evolved in close co-operation with the famous racing motorist and designer, Sir Henry Segrave; they were first in the production of "Safety" models; and they were the first British manufacturers to make a straight-eight car at a popular price.

Not content to rest on their laurels they have, in their 1930 cars, made improvements in many respects, with the result that it will be found that they represent as fine a value for money as anything offered by any manufacturer.

Mechanical Details

The engine capacities of the two types are the same as in the past. The Straight-Eight has dimensions of 63 x 105 mm. (2,620 cc.), those of the 14 h.p. model being 72 x 120 (1,954 cc.).

Of the many detail improvements which have been incorporated in the new cars, a number play prominent parts in their performance and comfort. New exhaust and inlet manifolds, for instance, give increased power and silence to the Straight-Eight. The chassis frame on both models has been redesigned to give greater strength, and this allows the batteries to be housed inside the frame. The brakes have been further improved and their performance is stated to be remarkably good.

The front springs have been lengthened and now give better suspension than in the past, whilst Silent Bloc rubber shackles are fitted to all springs. These eliminate twelve greasers, improve suspension and are noiseless and practically everlasting.

Sir Henry Segrave's Part

Outstanding amongst the range of new cars are the Segrave models, which are found on both Straight-Eight and 14 h.p. chassis. As already mentioned, the original Segrave model Hillman was the first of this very popular two-door sports type. Sir Henry Segrave is famous not only as the holder of the world's motor speed record, but as a bodywork designer of exceptional brilliance. He has been closely allied with body manufacture for some years and he has studied body design in America and in several European countries.

For 1930, therefore, again in collaboration with Sir Henry, the Hillman company has gone "one better" by producing a four-door Segrave model. This has an even better appearance than the two-door type, whilst at the same time it allows greater ease of exit and entry. The rear seat now gives increased comfort and ample leg-room is provided by a well let into the floor-boards. The body is of genuine Weymann construction, made under licence, and a luggage container is built into the rear of the body.

Cheapest British Straight-Eight. For sheer value, the Straight-Eight saloon is perhaps the most outstanding of the range. This is now made in both Safety and standard types.

Other models of the Straight-Eight range are the Tourer, and Safety Tourer, the Weymann saloon and the Drop Head Coupe. The bodywork of the latter car is particularly fine; the head is easy to fold, yet when raised, it is rigid and draught proof. The front seat accommodates three persons comfortably, whilst there is room for two more in the dicky. The lid of this, incidentally, is controlled by a lever on the driver's right hand, so that it is unnecessary to get out of the car to open it.

A similar Drop Head Coupe is supplied on the 14 h.p. chassis. The 14 h.p. range also includes the Tourer, Safety Tourer, Saloon, and the Safety and Weymann Saloons.

Attractive Appearance. The discriminating motorist can scarcely fail to be attracted by the

GREAT RECORD

Gruelling Tyre Test

Travelling day after day, week after week and month after month, an Oldsmobile Six is participating in one of the most gruelling road tests automobiles have ever been put to. The Oldsmobile is part of the Goodrich Silver fleet, which now is completing a run which will take it through every State in the United States and will pile up more than 90,000 miles.

The test, primarily, is being made to test the wearing ability of tyres, but it also is proving a most efficient test of the stamina, performance abilities and wearing qualities of the automobiles. In fact, this run is again proving on the open road what millions of test miles proved at the General Motors Proving Ground before the Oldsmobile Six was offered to the public.

Dependability

Dick Ray, pilot of the Oldsmobile, in praising the performance of his car said, "After 22,000 miles of driving I can say that Oldsmobile has more real ability and dependability than any car I have ever driven. The thing I get the biggest thrill out of is its performance. I never have driven a car that delivered getaway and speed with so little effort. And as for pulling power and hill-climbing, I have never yet found a mountain grade, or a mud or sand road too tough for Oldsmobile."

The Oldsmobile has made the 22,000 mile trip without once faltering, and with nothing more than minor service. It must have good material all the way through to stand up, the way we have punished it.

"No other car has ever made a more strenuous run than this Oldsmobile, as far as I know. The average driver on tours seeks good roads. We welcomed bad ones. The average driver covering the same ground would travel much slower. We kept up a steady pace, rain or shine, good roads or rocky ones."

So this test, I believe, means a lot to Oldsmobile. It would mean a lot to any car to come through this test so well."

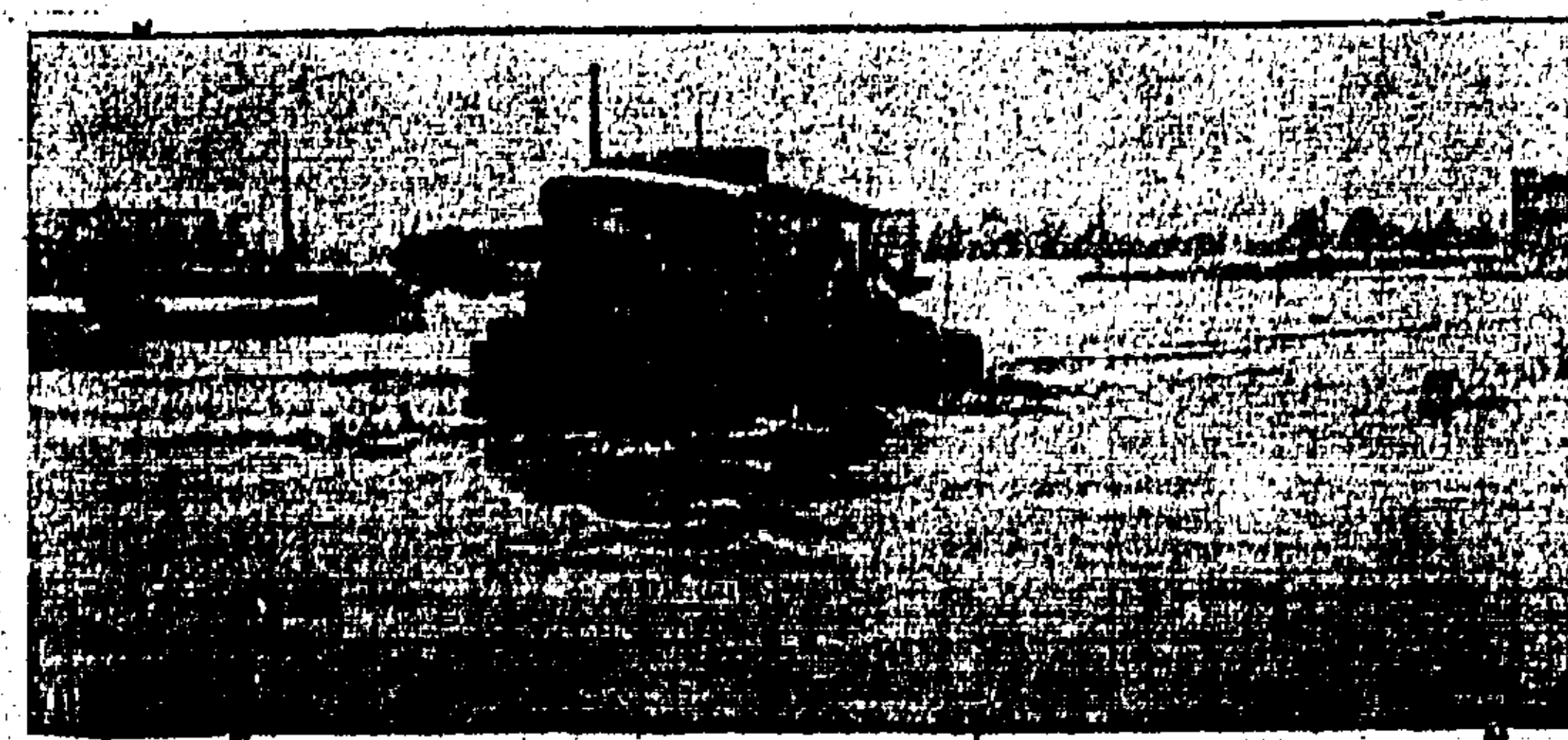
Attention to Details

This test, made by a disinterested company, proves the painstaking care and attention to every detail taken by the Oldsmobile engineers when designing this car. During this period fleets of the new Oldsmobile were driven day and night over the varied roads contained in the General Motors Proving Grounds—rough roads and speedways, level concrete and steep hills—until every detail of performance was scientifically proved to meet with the high standard the engineers had set.

Due to this method of proving every engineering detail of design and all materials used, the Oldsmobile Six, coming fresh from the production line, was enabled to take its part in this gruelling run and win high praise from its driver.

new Hillmans. The colour schemes are extremely pleasing, great care having been taken in the blending of contrasting shades. The radiators, lamps and all external and internal fittings are chromium plated. The new three-piece bonnet is unique, and apart from its utility, enhances the appearance of the car to a very marked extent. In the saloons there is more head-room and more leg-room than in the 1929 models, although the cars, overall, are as low as in the past. The wings, running boards and many other features have been improved in design and the greatest care has been devoted to the prevention of draughts, etc., and to increased comfort.

Great as was the demand for the 1929 cars, there is little doubt that this will be increased in the coming year. The 1930 Hillmans rank amongst the finest of British cars, yet they are available at prices which are well within the means of the average motorist.



Actual photograph of an automobile plunging through the deep water which covered the city of Hialeah, Fla., due to the overflowing of the Miami Canal. An aerial survey, made by Carl Adams, chief engineer of the Glen Christy Properties, indicates that a giant lake, comprising millions of acres of water, was slowly creeping across country towards Miami. City officials in Miami appropriated \$21,000 to immediately cut a drainage ditch across the southwest section of the city in an effort to divert the flood.

WHAT TO CHOOSE

Some Four-Cylinder Models

A. G. Throssell, "Daily Telegraph" Motoring Correspondent, describes the cars exhibited at the Motor Show at Olympia:

A few years ago the four-cylinder car of moderate price and power was the backbone of the annual show. It furnished the "family bus" for scores of thousands of British homes. Now it has sadly fallen from its high estate; the "light six" has taken its place—apparently for good.

Still, there is a good range left, and people who are shy of the added complications of the "six" or want to save all they can in first cost, tax, and running expenses, can find all tastes suited among the dozen or so remaining makes. Also they can be sure of getting a car of proved worth, for they are all old and well-tried models.

The first to be thought of are plainly the Morris Cowley (and Morris Oxford) and the Austin Twelve, both so well known that description is superfluous. The only changes in the Morris for 1930 are chromium plating and new colour schemes. A saloon and a coupe, both with folding heads, are on Stand 128, priced £200 and £185 respectively. The two-seater costs £162 10s and the four-seater £180. The four-cylinder Oxford, differing from the Cowleys only in equipment and body-work are unchanged—£205 for the four and £215 for the saloon.

"Twelves" and "Tens"

The Austin Twelve, which pays £1 more tax (£13), has improved gear-changing, with a bull instead of a gate, a lower frame, petrol tank at the rear, rubber spring shackles, and much neater gas and spark controls on the steering wheel. Only a tourer will appear on Stand 91. Prices are as before—from £250 to £230.

Next door, on Stand 92, are the Singer exhibits. For the first time there is no specimen of the Singer Senior among them, but that well-known 12 h.p. "four" has not by any means been dropped. It remains as before, with prices ranging from £230 for the four-seater to £270 for the sun saloon, with its attractive folding head.

Lower in power (and tax) are the Swift and Rover "Tens," but they both belong to this class nevertheless. The Swifts are noteworthy for fine coachwork, and their sturdy little engines can produce a useful turn of speed, too. Old owners will scarcely recognize the car this year, for the former distinctive radiator has been replaced by a narrow shell and the bonnet lengthened and scuttled shortened. A four-speed gear-box is now standard, and so is centralised lubrication, both of which are decided acquisitions. Springing and steering are improved, and the petrol tank in the dash is now cylindrical, which prevents drumming.

Equal attention has been given to the coachwork, and there are now six different models of saloon and coupe, as well as open tourer. Prices range from £235 for the tourer to £285 for the "Paladin" coach-built saloon. The stand number is 97.

Unconventional

The smallest product of the Rover Company, once the "Nippy Nine," and certainly not less "nippy," with an additional horse under the bonnet, has undergone no change since last year. "Only one specimen will be seen on Stand 87—the sportsman's coupe, which has proved so popular and has had so many imitations. Its price is now £270. There is also a Weymann saloon, with either fixed or sliding head, at £250.

One more "ten" remains to be mentioned, the most unconventional car in the world. This is the Trojan. It has always had its engine at the "wrong" end of the car. This year it carries it in what on ordinary cars is the luggage trunk, while the bonnet space makes a most handy luggage carrier.

For all its unusualness, the Trojan is a very useful performer, and in its new form it is in appearance a perfectly sober, up-to-date looking car, with a nicely shaped and roomy saloon. Also it is inexpensive. Tourer and fabric saloon cost £179 each, and the de luxe saloon, with electric starter, wire wheels, bumpers, &c., £198. They will be found on Stand 17.

Returning to the larger "fours," we have among the others 12 h.p. cars Wolseley, Citroen, Alvis, and Len-Francis. The Wolseley stand at Olympia, No. 146, will be fully occupied with "sixes" and "straights," but the "four," newly designed last year, still maintains the firm's traditions. The prices, now increased a little, are £205 for the tourer, £225 for the two-seater coupe, and £245 for the fabric saloon.

Famous Road-Racers

Alvis and Len-Francis are of a different type from those mentioned so far. These names are famous

in road-racing annals, and though both firms make models which are intended for and are happily driven by owners who never want to race, they are much livelier cars than the average "twelves," and therefore dearer.

The Len-Francis has quite a variety of engines all paying the same £12 tax, and you can have a four-seater from £295 to £495, according to power, the latter price being for the super-charged model. There is a new sports saloon on the medium-powered chassis of very "advanced" design and really well finished. The price of this is £375. A two-seater, a four-seater, and a sportsman's coupe are also being shown on Stand 58. The Len-Francis, by the way, is one of the makes, all too few, on which as an extra you can have a free-wheel fitted fairly cheaply.

Alvis is another firm that is now concentrating on multi-cylinder engines, but they still make two "fours," one of which is the very interesting front-wheel-driven machine, a principle which has found imitators in France and America, but not yet here. It costs £597 for the tourer and £675 for the saloon. A large variety of bodies are available on the ordinary "twelve" chassis at prices from £485 to £595. The Alvis stand is No. 18.

The big French firm of Citroen, whose products for the English market are largely made at Slough, is this year showing (Stand 122) only two models, one of which is the 13 h.p. "four" introduced a year ago, a good car of moderate price. The range of bodies has been increased, and a longer chassis to carry a six-seater body is also available. A six-seater safety saloon at £305 will be exhibited, as well as a coupe at £285. The tourer costs £250.

14 h.p. "Fours"

Of the once numerous class of 14 h.p. "fours" the Hillman and the Renault are now about the only representatives. Actually the Hillman pays only a £13 tax, but it is a typical, sturdy British "fourteen," with a big, roomy body, and high-class coachwork. This year's models are extremely handsome. Sir Henry Segrave has designed a saloon with a sloping "boot" which, painted in green with beige top and wheels, rather in Continental style, is quite a show car, and the tourer is one of the best all-weather bodies to be found. A tourer and coach-built saloon are on Stand 89, both priced £325, and a six-window safety Weymann saloon, with sliding roof, at £335, which is also the price of the Segrave model.

Renault has at last adopted for all except the "nine" the front-of-the-engine position for the radiator, although the famous sloping bonnet still remains. With this change the 14-h.p. Weymann saloon costs £276, but the old-style radiator car still be had at the old price of £269. The tourer costs £252. The Renault stand is No. 35.

An American "four" which has won some popularity here is the 16-h.p. Overland Whippet. It has now a longer wheelbase than before, a higher radiator, and redesigned coachwork of a more European type. This is the car which introduced "finger-tip control"—a single button in the centre of the steering-wheel, controlling starter, lights, and horn. The saloon, to be seen on Stand 65, costs £210.

ADJUSTABLE SEATS

If the regulator of your adjustable front seat does not function properly, make sure some object is not interfering with the operation of the adjustment mechanism. A few days ago an owner said he was having trouble, and upon lifting the seat found some rags he had been using to wrap his tools in had wound around the mechanism and made it impossible to turn the regulator.

MAKING HEADWAY

Annual Show At Olympia

The Annual Motor Show at Olympia always creates world-wide interest, for everyone is attracted by the developments constantly taking place in Motor Transport. Apart from the fact that the Show is International in character and that there is displayed all the latest wonders of the automobile factories of the important car-producing countries of the world, considerable interest naturally centres round the exhibits of British manufacturers in view of their efforts to secure a pre-eminent position in the world's motor markets.

That considerable progress has been made in this direction is clearly evident. From January to the end of August the exports of British cars, chassis, commercial vehicles, and parts exceeded £7,000,000, representing an increase over the corresponding period last year of over £1,600,000.

British motor manufacturers are engaged on driving their successes still further and special models designed for overseas conditions are being produced.

Through the British Manufacturers Section of the S.M.M.T. the machinery now exists for conferences and discussions as to the best methods of developing the export trade, and no longer can it be said that the British manufacturer is indifferent to the requirements of potential buyers overseas—even if such a statement were ever really correct.

As an example of the progress being made it is interesting to mention that at a luncheon given by an important British manufacturer to introduce the 1930 model, it was mentioned that a determined effort to extend overseas business was being made and an order for 146 cars had been received by this Company for Singapore, to be delivered within two months.

There can be little doubt that the ascending popularity of British vehicles has been largely the result of services rendered, and in this connection "The Motor" (London) recently published the record of a 14 h.p. British car. This vehicle commenced its active life in April, 1927, and up to the end of its first year had covered 20,000 miles through the British Isles, Germany, France, Austria, Italy, Spain, Switzerland, etc. During the whole of that time the engine gave no trouble, and was not decarbonized until the car finally returned to England. In its Continental tour many well-known passes were negotiated under difficult conditions, but boiling and overheating were unknown troubles, despite a gruelling test on a 900 mile run from Innsbruck to Rome and Naples in December, 1927.

In May, 1928, after a general overhaul at the manufacturers' works, the car was shipped to Auckland, New Zealand, and has since been running like clockwork on long, hard-driven tours, as well as on continuous town work.

British manufacturers claim to lead the world in design and workmanship and in value for money, and records such as this, coupled with the growing appreciation overseas of their products, proves their claim to be not an empty boast.

The recent decision of Australia to afford still greater preference to British motor vehicles has naturally been received by British manufacturers with the greatest satisfaction, and with the home and export trade in cars, commercial vehicles and public service vehicles showing continued expansion, an exceedingly healthy tone prevails in the industry.

CAR FASHIONS

Motoring Now Made Easy

"Easier motoring" ought to be the slogan of the great international exhibition at Olympia. From half a dozen different angles designers have attacked the modern car in an effort to make it easier to drive and easier to maintain in the pink of condition.

It might be said that they have not made cars easier to buy; price reductions are rare, and the cheapest "babies" are each £5 dearer than they were a year ago. But everywhere the buyer is offered more for his money—often a great deal more—and after inspecting the new "light sixes" at about £250 and the "straight eights" at £300 and £450, nobody will reasonably complain that motoring is getting more expensive.

Here are the most notable ways in which the cars of 1930 are improved for the owner-drivers, especially women:

Chromium-plated radiators, screen fittings and door handles.

Rubber brushes for parts which used to need periodic attention with the grease-gun.

Automatic radiator shutters in place of the ugly and often-forgotten muff.

"Finger-tip" control of lamps, throttle, and spark on the hub of the steering wheel.

Easier gear-changing.

Brakes which need less leg-muscle.

Lighter steering and better suspension.

This year's show is also made noteworthy by the appearance of a new and different Rolls-Royce, a rare event, and also an interesting new Daimler. There, too, will be staged a specimen of the most costly car yet built, a car said to be capable of 115 miles an hour on the road, which in chassis form costs £2,380; and by way of contrast a family vehicle of very modest price which literally puts the cart before the horse. Outwardly the latter is a four-door saloon of conventional modern design, with a luggage trunk at the rear. The engine is in the luggage trunk, and your luggage is carried under the bonnet!

Easier Gear-Changing

Of the improvements referred to above, possibly the most important, having regard to the future, is easier gear-changing. The "self-changing" gear-box, so delightfully silent on all gears, is still exclusive to the larger Armstrong-Sidddeleys, but the revolt against the conventional box is now reinforced by the "silent third." The first example of this appeared at Olympia two years ago on a now-famous little car, the Riley-Nine. Two other British makers have now adopted it, and, what is more significant, there were thirty-four different cars at the Paris show so fitted in some form or other, and at least two Americans are proud to exhibit this British idea at Olympia.

The double virtue of the "silent third" is, first, that third speed is no noisier than top, with no audible gear-tooth noise, and, secondly, that changes from top gear to third, or vice versa, can be made with a touch on the clutch and a flick of the finger. Four-speed gear-boxes are commoner, too, and they also mean easier gear-changing. But many more makers will adopt the silent third before long.

Chromium plating is now practically universal, though we must wait another year before wire wheels, now so fashionable, are also made easy to clean. But chromium is an expensive process, which fact possibly has something to do with the new style of radiator adopted by several firms—a narrow shell with a more outlining of bright metal.

Bodywork has also improved greatly. There is no sign of the vogue for fabric passing here, whatever may be the case abroad. (Continued at foot of next column.)



"Be sure to see it"

The New BUICK

with New Non-Glare Windshield

114" Wheelbase Marquette Models		£81,470 to £81,600
118" Wheelbase Buick Models		£81,800 to £81,940
124" Wheelbase Buick Models		£82,240 to £82,275
132" Wheelbase Buick Models		£82,195 to £82,990

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TENNIS BALLS

for the

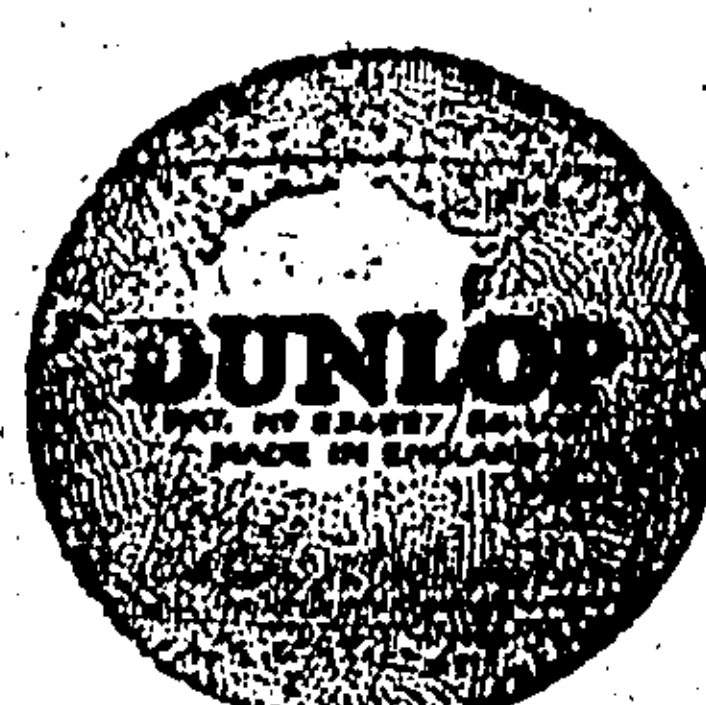
Davis Cup, 1929

(including the Challenge Round)

This in addition to the following

NATIONAL CHAMPIONSHIPS

SCOTLAND	IRELAND
GERMANY	AUSTRIA
HOLLAND	SPAIN
HUNGARY	SWEDEN




The wreckage of the Ford special racing car, in which John Rohrer, speed driver, was killed when it crashed through the guard-rail at the Evans Speedway, Woodbridge, N.J. Rohrer was twenty-five years old. A defective steering gear is believed to have caused the fatal crash.

Its matt surfaces seem to suit our sober tastes better than the very shiny paintwork beloved of America. We are also getting away from the American shape of saloon, which has hitherto been the chief alternative to our own old square-box pattern. A new and pleasing style with gently sloped screen sides and back is developing, of which the new Morris light six is a good example.

The sportsman's coupe has given place to the sportsman's saloon, the chief difference being that the latter has four windows instead of two and the rear passengers an inch or so more leg-room. Luggage

trunks now tend to be built into the back of the body with a curving top. It gives the car the appearance of having adopted a bumble.

Closed bodies with or without sliding or folding tops are still predominant, in spite of last summer. There are no signs yet of a really satisfactory all-weather body. But in general frames are lower, which makes for better looks and also better road-holding, and there is an increasing tendency to carry the sides right down to the bottom edge of the frame and to substitute neat steps for the ugly and unnecessary running-boards. Points of technical interest are

that for every four-cylinder car shown there are two "sixes"; that coil magnets are now more popular than magneto; that four-speed gear-boxes outnumber three-speed by nearly two to one; and that there is a return to the "old-fashioned" open propeller shaft.

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DANCES THAT THRILL

**Fascination Of The
Hula Hula**
ELEMENTAL VITALITY
Weird Spell of South Seas
Passionate Music

The Samoan Dancers, who were here last March and have since been playing in the chief cities of China and Japan with great success, will give two entertainments tomorrow and Tuesday nights in Theatre Royal.

The little troupe of four full-blooded native Samoan boys and three girls was gathered together by Madame Riviere, a French journalist, editor, and lecturer. For seven years she has been living in the islands of the Southern Pacific—Tahiti, Samoa, Hawaii, and several others—and has become much interested in the songs and dances of these peoples. Samoa was almost the only place where the people were as yet unspoiled by civilization and had kept their simplicity, spontaneity, and elemental vitality.

Private Theatre
In Honolulu she had her own private theatre, which for two years was quite the vogue with tourists and residents alike. For nowhere else in Hawaii could the genuine Polynesian arts be seen and heard. The first of this year she started touring the world, going first to Manila, then here, and afterwards to most of the large cities of China and Japan. The troupe has just returned from Shanghai, where it has been playing at the Majestic Hotel, the Grand Hotel, and the Embassy Theatre.

"Intoxicating"
Everywhere the troupe and its entertainments have received the highest praise, and we have space for only a few: "For downright solid and enjoyable entertainment we know of nothing that sets under the skin in quite the same fashion as the singing and dancing of Malala and Pulu," and the rest of their praise—"an entertainment which is as charming as it is unusual"—"If you have not already seen them you should spare no effort to do so, for they will give you an experience of the delightful and carefree life of Samoa which is altogether unique and unforgettable."—"Somehow they give one the feeling of glorious intoxication... and... an acute desire to throw oneself into the rhythm and simply go mad"—"the only object in saying anything at all is to urge that no one misses the show"—"the best show since the (Yokohama) earthquake," etc., etc.

Exotic Charm
Theatre-goers have been equally enthusiastic. In almost every city people have returned to the show again and again, never tiring of its freshness and beauty and exotic charm. In Tientsin the applause was often so thunderous and prolonged, that the theatre management was at a loss to know what to do. The crowds that gathered at the Grand Hotel de Pekin were the largest the manager had known in five years. We shall close with what one British artist in Japan said, with tears in his eyes, "If I had only known it was going to be like this, I would have had all my friends come."

LOCAL BOXING
**Champions in Good Fettle
For This Week's Fights**

In a communication to us with reference to the Boxing Tournament to be held at the City Hall next Saturday evening (December 7) Mr. "Josh" Brook, Manager of the Hong Kong Boxing Association, stated that the men engaged in the main events—A. B. Rowles and Leslie Mann, for the Heavyweight Championship of the Colony; and Ldg. Sio, Morriah and Jack Crichton, for the Welterweight Championship of the Colony—will finish their training on December 4 and 5, respectively.

All four men are in excellent condition and both championship fights promise to be interesting. Members of the public who are interested in the men's form before the contests are invited to see their final work-outs at the gymnasium of the Victoria Recreation Club, which has been kindly loaned for the purpose.

THRILLS FOR BAIRNS

**A Paradise of Toys At
Whiteway's**
"BANANA KATE"
Delightful Display of Nursery
Playthings

One of the show windows of Whiteway's has been transformed into a pretty Fairyland in which all manner of toys, delightful to every child's heart, are on display. The decoration of the window is a fine example of the window dresser's art and does credit to "Wayloo."

Tastefully arranged Christmas crackers, dressed dolls and other toys, all in their boxes, make a very effective background for the display the flowers from which hang a swing, bearing a lovely, large doll, prettily attired, with beautiful golden hair tied with a large bow of sky blue ribbon.

On the left front of the floor of the window stands "Emanuel Kate," a chic little Hottentot Miss, clad in a skirt made from a banana branch, fruit and all, and very little else! On the other side of the window is a large Pompadour doll, very effectively attired in a close fitting bodice and the wide, long skirt of a past generation. Her raven black hair is also done in the approved "old fashion," whilst even the inevitable beauty spot is present on her pretty face.

Sitting on a draped pedestal against the background in another large doll, which immediately reminds one of Mary Pickford in one of her girl roles, with an impish smile on the face and two broad plaits of golden hair falling in front, one over each shoulder.

All around, arranged on the floor and hanging down the sides of the window is a thrilling array of toys of special appeal to girls and boys—a large white Teddy bear playing a banjo, small baby Teddies, a little puppy with lead attached, ducks, all manner of mechanical toys, Meccano building sets, carpenter's tools, drums, horns, soldiers, and many other delightful things.

The whole decoration is topped by two strings of holly hanging from corner to corner, crossing in the centre and forming a huge X—which serves as a reminder that Xmas is nigh.

THE "REC." AT HOME

**Tennis Exhibition And
Frolic Yesterday**

"HUGGING THE RAIL"

The Committee and members of the Chinese Recreation Club held their annual "At Home" yesterday at the Club's premises at Causeway Bay. The large number of sportsmen, and their lady friends, who attended enjoyed a brilliant afternoon in the open, and many throwing social etiquette to the four winds, indulged in schoolboys' frolic, and succeeded in thoroughly amusing themselves and others.

Roaring Trade
The bar was, of course, thrown open to the men, and in spite of what had been said about hugging the brass rail at a debate at the European Y.M.C.A., the bar did a roaring trade. But no money was passed, and no chips signed. True to the C.R.C.'s proverbial hospitality, the bar was an open house to all.

A Dinner Dance
Tea was also served on the lawn for the ladies and a tea dance, eventually becoming a dinner dance, saw the dinner, of course, was held on the upper floor of the Club.

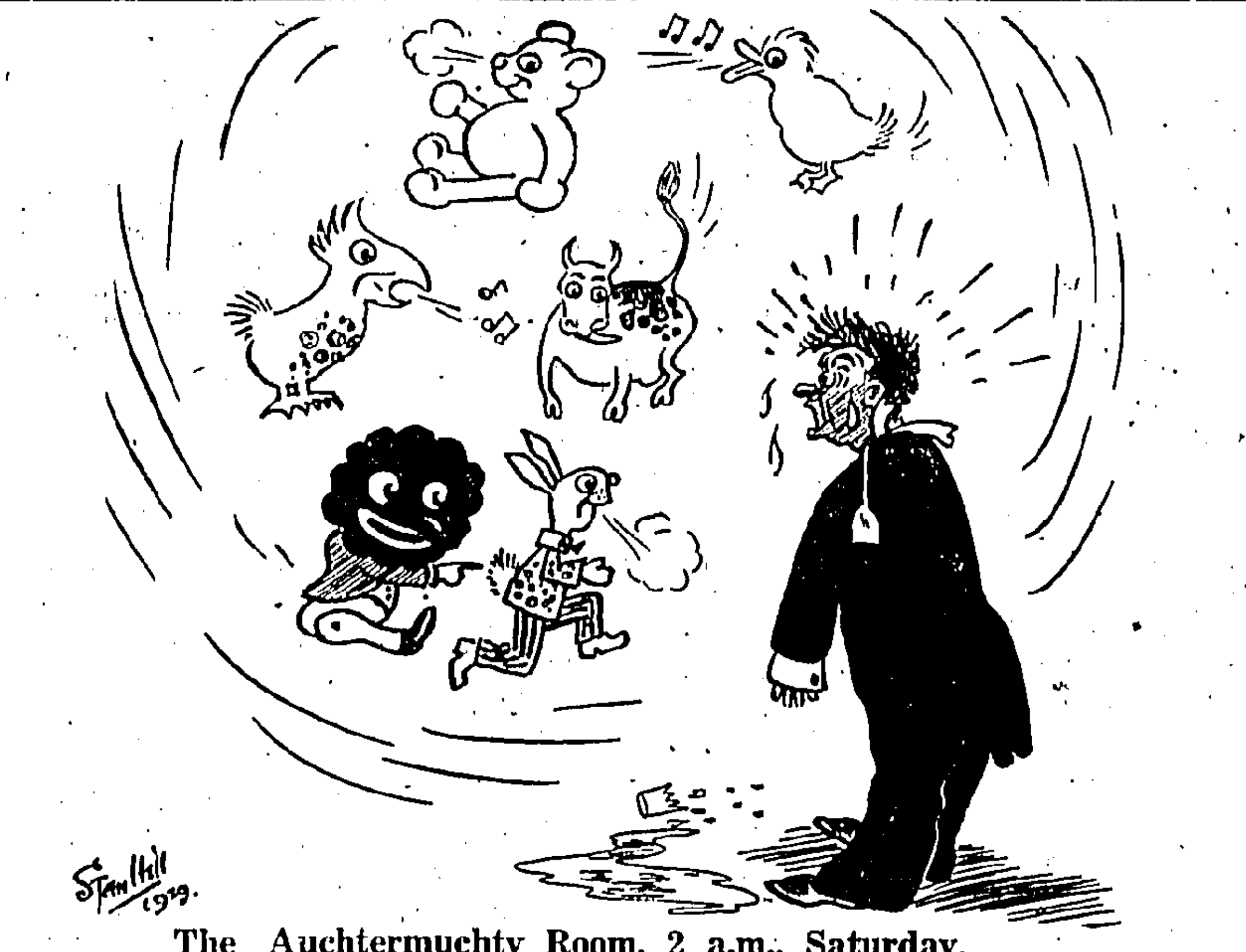
The tennis players of the Club entertained a team from the Club de Recreo, the Nippon Club, and the South China Athletic Association. They won all the games.

Exhibition Match
The local singles champion, Mr. M. W. Lo, played an exhibition match against Mr. A. L. Rumjahn, the champion from Tientsin, and vanquished the Northern star by two sets in three.

The opportunity was also taken in presenting the prizes won by members during the year. Miss Kwok kindly consenting to perform the ceremony.

Before calling upon Miss Kwok to hand out the trophies, Mr. Ng Sze-kwong said:

On behalf of the Club, I thank you all for your kind presence. We are rather fortunate to-day in having with us the members of the Shanghai Tennis Interport team, to whom we extend our warmest welcome. We feel most grateful to Miss Kwok for so very kindly consenting to distribute the prizes.



The Auchtermuchty Room, 2 a.m., Saturday.

feather the Kowloon Cricket Club and the Hong Kong University, who were Champions and runner-up respectively of the previous year.

True Sportsmanship
In tennis too, we did not do so well in the League. We had to relinquish both the "A" & "B" shields, which he had won for three successive years, to the Hong Kong Cricket Club and the South China Athletic Association. But, I am glad to say, we have the honour, this year, to have amongst our members, the Singles Champion of Hong Kong, Mr. M. W. Lo is indeed to be congratulated. His efforts in the Championship, after 12 years, trying and trying again, until he eventually succeeded, serves really as an excellent lesson for our young players, and shows the right spirit of true sportsmanship. I sincerely hope he will stick to his title until we have got someone from our Club to take his place.

Tennis, I may say, is becoming more and more popular amongst the Chinese as a recreation, and our Club now is obliged to stop further admission of members, in view of the limited number of courts that we can provide, until such time as we can have an extension of our ground.

Mixed Doubles
The Mixed Doubles Championship of the Colony, organized by us, was again a great success this year, and we congratulate Major Lucas and Mrs. Tottenham on their victory. We thank Sir Robert Ho Tung for so kindly presenting cups.

Before I conclude, I must not forget to thank Mr. M. W. Lo and Mr. A. L. Rumjahn for their fine exhibition. Mr. Rumjahn, as you know, is Champion of Tientsin, who has had many creditable victories to his record. Looking at him, one hardly imagines he could even hit the ball over the net, but Mr. Rumjahn is a wonderful player, and what is more, is a product of Hong Kong and a member of that famous family of Rumjahns who are making history for the Colony in the tennis world.

The Prize Winners
Open Mixed Doubles Champion of the Colony, 1929 (Cups presented by Sir Robert Ho Tung): — Mrs. Tottenham and Major Lucas.

Miss E. Lo and Mr. M. K. Lo.
Hong Kong Lawn Tennis Association, Tennis League, "D" Division: — Championship Shield: Captain: Cheng Chi-wing; Members of the Team: Ip Tak-cheuk, Lau Fok-ki, Lo Man-hu, Lau Man-ching, Chiu Chun-chiu, Lau Man-kwong, Ip Tak-lum, Chiu Wai-wo, Kwok Po-lan, Hung Wai-chiu, Lai Kwong-chun, Hon Luen-fong.

Memento for the Best Team: Fujimori, Kitajima, Remedios, Xavier Tao Chung-yun, Lu Yu-wing.

Cricket: Best bowling average, 1928-29: Hung Wai-chiu; best batting average, 1928-29: Hung Wai-chiu.

Tennis (Home Tournament): — Handicap Singles, "A"—Winner, Hung Wai-chiu; runner-up, Luk Ding-cheung.

Handicap Singles, "B"—Winner, Lee Yue-wing; runner-up, Mow Yuk-lwan.

Handicap Doubles:—Winners, Lai Kwong-chun and Ip Tak-cheuk; runner-up, Luk Ding-cheung and Luk Ding-cheung.

Handicap Mixed Doubles:—Winners, Mrs. Ho Ka-lau and Ho Ka-lau; runner-up, Miss E. Lo and M. W. Lo.

Championship Doubles:—Champions, M. K. Lo and M. W. Lo who won the Challenge Cup presented by Mr. Ng Sze-kwong (first year in competition); Runner-up, Ho Ka-lau and Ma Wai-lan.

KOWLOON BAZAAR

**In Aid of Charities And
Club Debts**

A GREAT SUCCESS

The Bazaar of the St. Andrew's Club, held yesterday afternoon in the Church Hall, was a great success.

The neatly and tastefully arranged stalls proved attractive to the public, and the gaily bedecked scene drew large numbers to the event.

Shortly after three o'clock, when the crowd had gathered, Mrs. C. B. Shann, accompanied by the Rev. Mr. Shann, Miss W. Robinson and Mr. R. H. Wong, ascended to the stage, where the general introduction was made.

In declaring the bazaar open, Mrs. Shann said that it was really an organisation of the Ladies' Club, because they had thought of it even before Mr. Rogers had left. Right through the trying heat they had carried on, holding meeting after meeting. Now that the club was the St. Andrew's Club, Mrs. Shann said she hoped that they would be carried on with the same enthusiasm.

A Great Credit
The bazaar, continued Mrs. Shann, was a very great credit to the Club, and the proceeds were for home charities and some back debts of the Young Men's Club bathing parties, which were all so much enjoyed.

She thanked the workers, the donors, and all who had helped to make the afternoon a successful one.

Mrs. Shann concluded by saying that she would like to congratulate Miss W. Robinson, who had so ably carried on the club during the absence of Mrs. Rogers. Furthermore, Mrs. Shann recommended the patrons to

(Continued on Next Column.)

chosen words, congratulated the winners and said that she had always paid the closest attention to the playing of the Rumjahn cousins and the Lo brothers.

Three loud cheers were called and a beautiful bouquet of roses in a pretty silver vase was presented to Miss Kwok.

The Results
The result of the match between Mr. M. W. Lo and Mr. A. L. Rumjahn was 6-1, 6-3, 4-6 in favour of the local champion.

H. Lo and Ip Tak-cheuk defeated Xavier and Remedios (C. de R.) 6-1; defeated Kitajima and Fujimori (Nippon Club) 6-1; defeated Teo Cheong-yun and Lee Yu-wing (S.C.A.A.) 6-0.

Lau Fook-ki and Lai Kwong-tsun (C.R.C.) defeated Xavier and Remedios (Club de R.) 6-0; defeated Kitajima and Fujimori (Nippon Club) 6-1; defeated Teo Cheong-yun and Lee Yu-wing (S.C.A.A.) 6-1.

Lau Man-ching and Cheng Chi-wing (C.R.C.) defeated Xavier and Remedios (Club de R.) 6-2; defeated Kitajima and Fujimori (Nippon Club) 6-2; defeated Teo Cheong-yun and Lee Yu-wing (S.C.A.A.) 6-3.

go home heavy loaded with parcels but empty purses. (Applause.)

At the conclusion of the opening address, little Miss Poppy Arnold daintily handed Mrs. Shann a silver vase containing a bouquet of beautiful African daisies, tied with the colours of St. Andrew's, blue and white.

Brain Testers
The competition corner kept the kiddies and the "gray haired" ones puzzling their brains over guessing the number of pens in a bottle, the doll's name, and the respective weights of a ginger and a chocolate cake!

The Sweets Stall was over-rushed with customers, while the lover of good, fresh home-grown, vegetables made it his or her business to visit the grocery stall.

Those who desired fancy goods were given a fine selection from which to choose at the stall, and there were some really beautiful articles for sale!

The bazaar closed at six o'clock, when a general auction disposed of the remaining unsold things.

The Helpers
Fancy Stall:—Misses E. Bliss, P. Woolley, Florrie Wong and Mr. E. H. P. White.

Fruit and Flowers Stall:—Miss Margaret White, Mr. W. Chang, and Mr. E. MacNider.

Sweets and Cigarettes Stall:—Miss Margaret Woolley, Miss M. D. White, Miss M. Martin and Mr. D. Davidson.

Competition Corner:—Miss G. M. MacNider, Miss I. Gittins and Mr. R. H. A. Woolley.

Teas:—Messdames Robinson, White, Woolley, Wong and Vessouza; the Misses E. Landolt, Rita Cole, Hilda Nelson, Irene Spradbury, Maria Kacker, E. K. Walter, E. Hayward, Jessie Wong, and Iris Woolley; Mr. Richard Wong and the St. Andrew's Troop Boy Scouts.

Parade Service
The Scottish Company of the Hong Kong Volunteer Defence Corps will hold the annual parade service at Union Church, Kennedy Road, at 11 o'clock this morning.

Lieut. H. R. Forsyth will be in command. The Chieftain (Mr. A. H. Ferguson) and the Committee of the St. Andrew's Society will also attend, and the service will be conducted by the Rev. F. C. Young.

CHINESE WARSHIP

**"Lienking" Enters Hong
Kong Harbour**

SAILED FOR CANTON

One of the warships in the 2nd Squadron of the Chinese Nationalist Navy, the gunboat "Lienking," which (in company with three divisions of the Army and a squadron of bombing planes) has been ordered by the Nationalist Government at Nanking to proceed post-haste to Canton to reinforce the loyalists there against the combined invasion by the Ironside and the Kwangsi-lan, came into Hong Kong harbour yesterday morning.

The customary salutes were exchanged and the "Lienking" sailed later for Canton.

DIRECT PRESSURE

**National Troops Plan
New Move**

KUOMINCHUN RETREAT

**Covered by Strong Defence at
Tungkuan**

Loyang, Friday.
The capture of Yecyang and Loyang by the National troops terminates the 1st offensive; now the 2nd offensive against the Kuominchun begins. The Shanai forces supporting the Government have entered the war zone and it is reliably reported that the Shanai General Chao Tai has arrived at Fung-ling-tao. General Yang Chih, commanding the right route, is stationed at Sin An; General Ho Cheng-chun on the left route is advancing towards Loyang.

General Offensive
The National troops at the front have planned a general offensive to bring direct pressure upon Tungkuan. The 5th and 11th Army Routes and the units of Generals Yim Ying-chi, Sun Ten-ying and Ma Hung-kuei are under the direct control of General Tang Seng-chi.

The Kuominchun in Shenchow are about to retreat. The National troops are pushing forward from Kwon-yin-tang by different routes.

General Tang Seng-chi went to Loyang on November 27 to discuss with General Ho Cheng-chun an attack against the enemy.

Severe Fighting
The forces of the 47th and 48th divisions engaged in severe fighting with the enemy. General Hsu Yuen-chun and Wang Chin-yu personally directed the operation in Cheng-chih. The Kuominchun who evacuated Shenchow, moving westward, are said to hold Yao-Kuan as their 1st defensive line. President Chiang wired to Generals Tang Seng-chi, Ho Cheng-chun and Yang Chih that they are to meet at Sai On before December 5 and to notify General Yen of the same.

H.K. YACHTING

**Fourth Championship
Race**

EIGHT MILES' COURSE

The fourth Championship race for racing yachts was sailed yesterday afternoon over a course of 8.33 miles, from Quarry Bay Mark (P) to Channel Rocks (P), Mark on Line (S), Kowloon Rock (S), and Channel Rocks (S).

There were good entries for the three classes, all vessels finishing the course set.

The Times
The finished and corrected times are given below:—

"H Class"
The start was made at 2.25 p.m.

Finished Corrected
Rolla (2) 3.04.48 3.04.48
La Linda (3) 3.04.48 3.04.48
Diana (4) 4.01.25 3.58.38.4
Colleen (1) 3.53.52 3.49.18.8
Dorothea (6) 4.05.07 3.58.62.2

I and G Classes
(Started 2.30 p.m.)

Finished Corrected
Daphne (1) 4.13.30 4.13.30
Haleyton (3) 4.17.18 4.17.10
Wendy (2) 4.18.35 4.14.25.1

"V Class"
(Started 2.35 p.m.)

Finished Corrected
Why Wonder (7) 4.22.02 Scratch
Wings (5) 4.18.41
Bluenose (1) 4.19.13
Boojum (3) 4.17.10
Speedwell (2) 4.17.39
Adnan (4) 4.18.37
Zephyr (6) 4.25.07 4.22.28.1
Lola (0) 4.27.26 4.21.59.2

QUEEN'S COLLEGE

**Present Pupils Defeat
Old Boys at Football**

A TENNIS TOSS-UP

A pleasing function took place yesterday afternoon at Causeway Bay when the masters and students of Queen's College held an "At Home."

A keenly contested football game between past pupils and present boys was enjoyed by all those present.

The "old lads" brought all their old strategies into play, but the "new bloods" met them with new tricks. In the end youth triumphed and the game ended in a win for the present boys by 4 goals to 2.

Tennis Contests
The "old boys" then sought to get their revenge in tennis. Sev-

ARMED ROBBERY

**Chinese Gives Police
1,000 Yards' Run**

OLD MAN'S COURAGE

**Intruders Who Pretended to be
Police Officers**

The case in which four Chinese are charged with armed robbery and assault at an unnumbered house on the Kowloon City Road, was commenced at the Kowloon Magistracy yesterday, before Mr. W. Schofield.

Mr. A. R. Covey appeared on behalf of the first and fourth defendants. Detective Inspector C. P. Fallon of the Yau-mati Detective Office, in outlining the case for the prosecution, said that at about 9.30 p.m. on November 19, the incident occurred. It appears that the complainant, an old cattle dealer, was standing at the doorway of his house talking with his nephew, when a knock came, which the nephew answered. At the time there were four other people sleeping in the house. However, the door was opened and the four defendants intruded, demanding to make a search. The old man, who was wise, told them that they could not, because they had no European Inspector with them, and no search warrant.

At this stage, one of the thieves struck the man violently, while another drew his revolver and threatened action.

Still wiser, and despite the revolver at his threshold, the old man called out "armed robbers" and the whole vicinity was aroused.

The intruders then ran away, with the mob following.

Inspectors Join In

Continuing, Inspector Fallon said that Inspector Phillips of the Kowloon City Police Station heard whistles being blown, and he joined in the fray. Eventually, the first defendant was caught after a run of over 1,000 yards, practically a mile.

Inspector Phillips arrived on the scene, to see the first defendant and the man who arrested him struggling in a ditch, and forthwith he took him to the Kowloon City Police Station.

At the other end, Inspector Fallon had information about the other defendants from the first man and went out to Yen Chau Street, where he effected the arrest of two of them, who, when taken to the Yau-mati Police Station, gave further information to the Inspector who then proceeded to 98, Nam Cheung Street, Shamshuipo, which is a cotton-quilt and rattan shop.

There, in a room in the background, he found the another two, hiding under a quilt cover. They were accordingly arrested and taken to the Yau-mati Police Station.

The next day, an identification parade was held, at which a witness recognized the second defendant, whom he recollected as the man he used to deal with in cakes on the Castle Peak Road five years ago.

One of the men (a partner in the shop at Nam Cheung Street) escaped and the police have been out night after night in search of him but so far without success.

Mr. C. A. Grimes, acting chief draughtsman of the P.W.D., then gave evidence as to the vicinity in which the alleged incident is said to have occurred. Plans were produced and exhibited.

After hearing further evidence of two witnesses for the prosecution, the case was adjourned till December 18 and 19 at 2.15 p.m.

In order that the elder brother might attend, a Chinese boy, who was charged with stealing a bangle from a baby who was on its mother's back in Shanghai Street, was remanded for 48 hours at the Kowloon Magistracy yesterday.

Prizes won by the boys for drawing, swimming, etc., were then distributed by Mrs. M. H. Lo. The winners were:

Drawing
Pictures (Chinese Style): 1. Fung Shu-hong; 2. Lu Tai-fook; 3. Lai Chi-luan.

European Style: 1. A. Hunt; 2. Tai Chun-hung; 3. Sung Chi-wing.

Maps: 1. Ho Pak-hai and Ip Kam-wing; 2. Young Yuk-wa and Wong Kwok-choi; 3. Lai Kam-tong.

Swimming
Senior Championship:—Ip Chi-chiu.

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